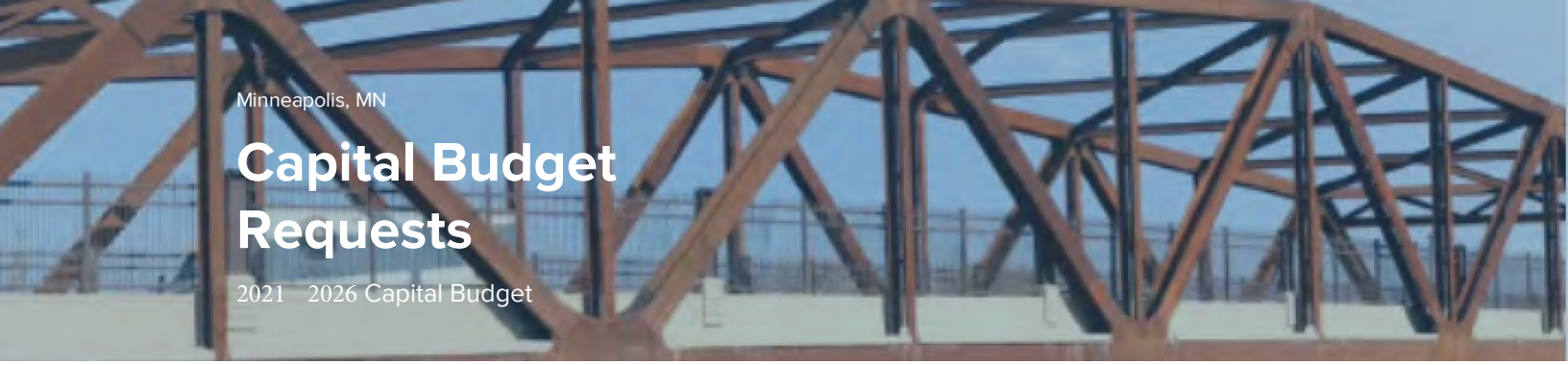


Minneapolis, MN

Capital Budget Requests

2021 2026 Capital Budget

Municipal Building Commission

MBC01 - Life Safety Improvements
MBC02 - Mechanical Systems Upgrade
MBC10 - Exterior Improvements
MBC12 - Safety Improvements - Non-Stagework Areas
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade

Miscellaneous Projects

ART01 - Art in Public Places

Public Grounds & Facilities

FIRE:
FIR11 - Fire Station No. 11
FIR12 - Fire Station No. 1 Renovation and Expansion
FIR14 - New Fire Station No. 19

POLICE:
MPD04 - New 1st Police Precinct
MPD05 - 4th Police Precinct

OTHER PUBLIC GROUNDS & FACILITIES:
PSD15 - Traffic Maintenance Facility Improvement
PSD16 - Farmers Market Improvements
PSD18 - Regulatory Services Facility
PSD19 - Impound Lot Facility
PSD20 - City Hall and New Public Services Center
PSD21 - Hiawatha Training & Recruitment Center
PSD22 Regulatory Services MACC
PSD23 MPD Training & Wellness
PSD24 - Solar (Various Locations)
WTR35 - Renewable Energy at Water Treatment Campuses

Public Works

Street Paving

PV001 - Parkway Paving Program
PV006 - Alley Renovation Program
PV056 - Asphalt Pavement Resurfacing Program
PV059 - Major Pavement Maintenance Program
PV063 - Unpaved Ally Construction
PV074 - CSAH & MnDOT Cooperative Projects
PV075 - Development Infrastructure Program
PV092 - Technology Drive NE and 37th Ave NE
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)
PV104 - ADA Ramp Replacement Program
PV108 - Concrete Streets Rehabilitation Program
PV113 - 29th St W Phase 2
PV118 - Hennepin Ave (Wash Ave N to 12th St S)
PV122 - Dowling Ave (I-94 to 1st St N)
PV123 - Logan Park Industrial
PV126 - Bryant Ave S (50th St W to Lake St W)
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)
PV131 - Res Neighborhood Reconst Projects
PV132 - 1st Ave S (Lake St to Franklin Ave)
PV137 - 29th Ave NE (Central to Stinson)
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)
PV141 - Grand Ave S (Lake St. W to 48th St W)
PV142 - Downtown East Paving
PV143 - North Industrial
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)
PV150 - 1st Ave N (10th St N to Wash Ave)
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)
PV153 - 60th St W, Xerxes Ave to Knox Ave S/W 60th St
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)
PV157 - 33rd Avenue NE, Central Avenue to Stinson
PV158 - Hennepin Ave (Lake St W to Douglas Ave)
PV159 - Sunrise Dr/58th St W, Knox Ave S/W 60th St to Aldrich Ave
PV160 - 1st Ave S (Franklin Ave to Grant St)
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street
PV165 - 35th Street Nicollet Avenue to Chicago Avenue
PV166 - 2nd Street NE, Broadway to Lowry Avenue
PV167 - Dowling Ave N, Thomas to Lyndale
PV169 - 38th Street, Lyndale Ave to Park Ave
PV170 - 11th Avenue S, 8th Street to 24th Street

Park Board

PRK02 - Playground and Site Improvements Program
PRK03 - Shelter - Pool - Site Improvements Program
PRK04 - Athletic Fields - Site Improvement Program
PRK33 - Bryn Mawr Meadows Field Improvements
PRK36 - North Commons Park Implementation
PRK37 - Powderhorn Park Implementation
PRK38 - Sibley Field Park Implementation
PRK39 - Whittier Park Implementation
PRK40 Elliott Park Implementation
PRK41 East Phillips Park Implementation
PRK42 Farview Park Implementation
PRK43 Audubon Park Implementation
PRKCP - Neighborhood Parks Capital Infrastructure
PRKDT - Diseased Tree Removal
PRKRP - Neighborhood Parks Rehabilitation

PV171 - 60th Street, Nicollet Avenue to Chicago Avenue
PV172 - Chicago Ave, Lake Street to 38th Street
PV173 - Chicago Ave, 49th Street to 60th Street
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue
PV175 - 38th Street, Park Ave to 23rd Ave S
PV176 - Chicago Ave, 38th Street to 46th Street
PV99R - Reimbursable Paving Projects

Sidewalks

SWK01 - Defective Hazardous Sidewalks
SWK02 - Sidewalk Gaps

Bridges

BR101 - Major Bridge Repair and Rehabilitation
BR106 - 1st Ave S over HCCRA
BR127 - Nicollet Ave over Minnehaha Creek
BR133 - Cedar Lake Road Bridge Over BNSF Railroad
BR134 - Bridge 9 Program

Traffic & Parking

TR008 - Parkway Street Light Replacement
TR010 - Traffic Management Systems
TR011 - City Street Light Renovation
TR021 - Traffic Signals
TR022 - Traffic Safety Improvements
TR024 - Pedestrian Street Lighting Corridors
TR025 - Sign Replacement Program
TR99R - Reimbursable Transportation Projects
PK004 - Off-Street Systems
PK008 - On-Street Systems

Bike - Ped Projects

BIK28 - Protected Bikeways Program
BP001 - Safe Routes to Schools Program
BP003 - Midtown Greenway Trail Mill & Overlay
BP004 - Pedestrian Safety Program
BP005 - Queen Ave N Bike Boulevard
BP006 - 18th Ave NE Trail Gap (Marshall to California)
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave
VZ001 - Vision Zero Program

Sanitary Sewers

SA001 - Sanitary Tunnel & Sewer Rehab Program
SA036 - Infiltration & Inflow Removal Program
SA99R - Reimbursable Sanitary Sewer Projects
SAPVR - Sanitary Sewer Paving Project Program

Storm Sewers

SW004 - Implementation of US EPA Storm Water Regs
SW005 - Combined Sewer Overflow Improvements

SW011 - Storm Drains and Tunnels Rehab Program
SW039 - Flood Mitigation - Stormwater Alternatives
SW040 - Central City Parallel Storm Tunnel
SW99R - Reimbursable Sewer & Storm Drain Project
SWPVR - Storm Sewer Paving Project Program

Water Infrastructure

WTR12 - Water Distribution Improvements
WTR18 - Water Distribution Facility
WTR23 - Treatment Infrastructure Improvements
WTR27 - Advanced Metering Infrastructure
WTR29 - Columbia Heights Campus Upgrades
WTR31 - Electrical Service Rehabilitation
WTR32 - Softening Plant Chemical System Improvements
WTR33 - 3rd Ave Bridge Water Main
WTR34 - Fridley Facilities and Campus Improvements
WTR9R - Reimbursable Water Main Projects

Fleet

FLT01 - Fuel and Charging Stations
FLT02 - Vehicle Hoists
FLT03 - Vehicle Maintenance Systems

LOGOTYPE

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CITY OF MINNEAPOLIS

MBC01 Life Safety Improvements

Project Details:

Project Start Date: 1/1/99
Ongoing Program: Y/N
Submitting Department: MBC
Contact Person: Igor Melamed
Level of Need: Significant
Estimated Project Completion Date: 12/31/2024
Department Priority: 3
Contact Phone Number: (612) 596-9520
Website:

Project Location:

Address: 350 South Fifth Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Description of Location
Minneapolis City Hall/Hennepin County Courthouse

Project Description:

This project upgrades and improves the infrastructure of the City Hall / Courthouse so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates newly adopted code changes and State Amendments.

The MBC life safety program includes installation of building sprinkler, fire alarm, smoke detection and public address systems, update of building exits and stairs, and installation of fireproofing and smoke barriers. Emergency lighting, life safety power systems, and structural beam upgrades are also included.

The Stage related projects are being coordinated with several projects including the MBC's Mechanical Systems Upgrade, and space reconfiguration and computer infrastructure upgrades by the City and County. MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also being completed in the spaces during the Life Safety project.

Purpose and Justification:

Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building.

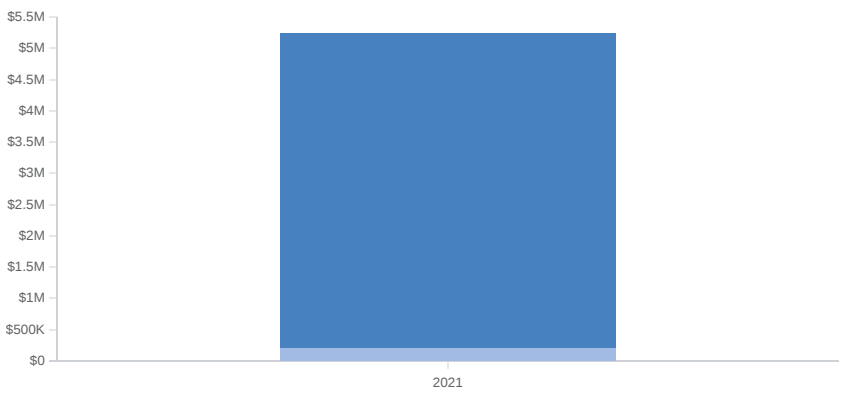
The remaining Life Safety work inside the boundaries of future stages (including stages 15, 19, 20 and 21) will be completed simultaneously with the MBC Mechanical Systems Upgrade project to gain economies of scale and minimize disruption.

A serious fire in the City Hall / Courthouse could have a significant effect on critical public services housed in the building including police, fire, emergency communications (911), Adult Detention Center and courts. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact. Other important functions include offices for the Mayor, City Council, Finance Department and Public Works.

Project Cost Breakdown

MBC01

Updated today



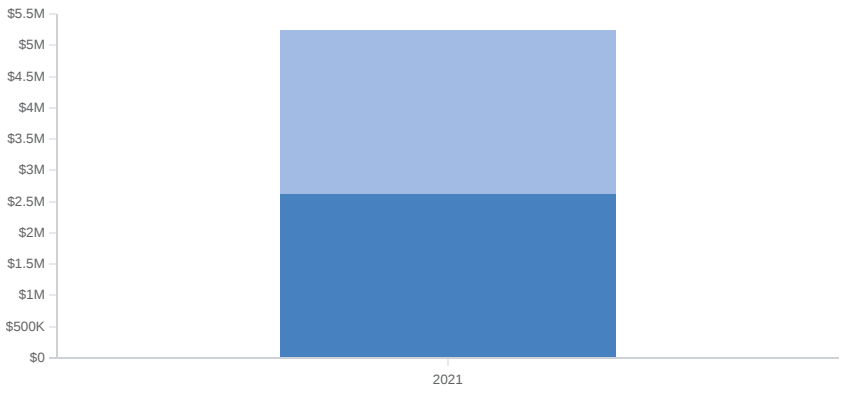
$5,236,260.00

Expenses in 2021

Department Funding Request

MBC01

Updated today



$5,236,260.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured? No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. For efficiency and coordination with City tenant improvement work, life cycle upgrades and improvements including painting, ceiling tile, and carpet have also been incorporated into the MBC life safety/MEP projects.

This project receives a dollar for dollar match with Hennepin County Capital Funding.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
The Minneapolis Plan for Sustainable Growth - references
Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.
Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
6.3.5 Support the development of sustainable site and building standards on a citywide basis.
6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
6.3.10 Promote climate sensitive site and building design practices.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this project was conducted April 2008. The project was found consistent with the comprehensive plan. No additional review is required by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base? No impact on existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
MBC will use operating funding for this. No significant financial impact, these are safety systems replacing outdated existing.

For

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Anticipated schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

Investigatory Design for fireproofing, sprinkler system, fire alarm, and hazardous materials - 2020
Design for Stages 15/19 - in progress (2020)
Bidding and Procurement for Stages 15/19 - July 2020
Construction for Stages 15/19 - 2020/2021
Design, Bidding, Procurement for future MLS Stages 20/21 – 2022
Construction for Stages 20/21 - 2023

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 29, 20, and 21 - City spaces) is determined in collaboration with the City.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Not Applicable

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Not Applicable

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Not Applicable

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
This project contributes to the preservation and security of the facility, improving its sustainability and contributing to a more cost-effective and efficient government.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Not Applicable

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Not Applicable

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This project helps preserve and maintain a key cultural and historical City/County asset which is on the National Register of Historic Places.

Additional Information

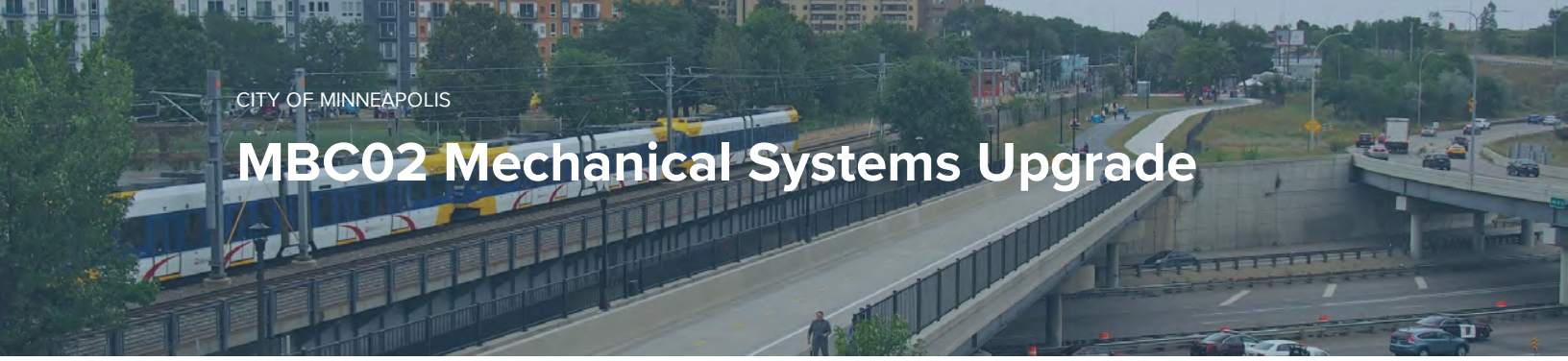
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Life Safety is critical for any facility. The proposed life safety improvements along with those that are included in the remaining stages will help ensure the safety of those who work and do business in the building.

It is anticipated that the 2021-2022 work would be completed concurrently with the planned MBC14 Historic Finishes Renovation (if approved), in the larger Stage 15 footprint to maximize on cost efficiencies and to minimize the overall disturbance to building occupants.

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CITY OF MINNEAPOLIS

MBC02 Mechanical Systems Upgrade

Project Details:

Project Start Date: 1/1/1999
Ongoing Program: Y/N
Submitting Department: MBC
Contact Person: Igor Melamed
Level of Need: Significant
Estimated Project Completion Date: 12/31/2024
Department Priority: 4
Contact Phone Number: (612) 596-9520
Website:

Project Location:

Address: 350 South Fifth Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Description of Location
Minneapolis City Hall/Hennepin County Courthouse

Project Description:

The MBC Mechanical Systems Upgrade includes renovation and upgrade of the heating, ventilating, and air conditioning systems in the Minneapolis City Hall/Courthouse building. These upgrades are being completed based on a 1989 report prepared by Hammel Green and Abrahamson, Inc. The design includes air-handling units, a new ductwork distribution system with VAV boxes, electronic controls, hot water finned tube radiation, exhaust systems for special-equipment hoods and apparatus, restrooms, and restroom exhausts.

The project will upgrade mechanical and life safety systems in approximately 15,000 square-foot sections of the City Hall/Courthouse every six to eight months through the year 2024. The project is being coordinated with several projects including the MBC's Life Safety Upgrade, removal of asbestos, space reconfiguration and computer infrastructure upgrades by the City and County. The MBC Mechanical Systems Upgrade request includes some electrical non-life safety wiring, plumbing, temporary walls and partitions, and some ceilings and structural components all related to the HVAC systems. Most of the ceiling and general construction components are also completed in the spaces during the project.

Purpose and Justification:

The 1989 engineering study reported the majority of the existing systems were antiquated and undersized, providing inadequate ventilation and poor temperature control throughout the building. In some areas, heating piping is severely corroded and intermittent ruptures have damaged the building and equipment, as well as interrupted work for building tenants. There is concern that many components of the existing system could fail prior to their scheduled replacement. An aggressive schedule is required to replace equipment before it ceases functioning.

The HGA Design Development report identified 20 phases of work. Phasing outlined in this report was modified in 2002 to better allow for work and occupancy of adjoining areas to occur. The first four phases were completed as originally planned. With the addition of the Interior Court areas in 2003, a new construction schedule with 23 stages was developed.

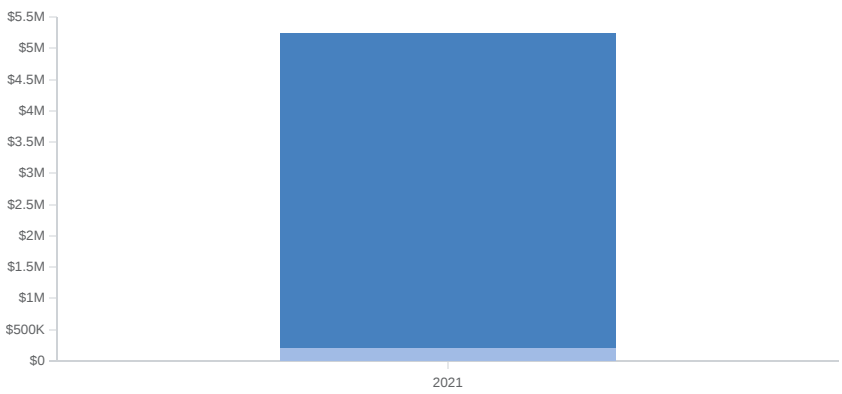
The current schedule anticipates completion of Stages 15 and 19 in years 2020 and 2021 to coincide with City tenant improvements in those spaces, and completion of the final two areas, Stages 20 and 21 in 2024. These remaining Stages - 15, 19, 20, and 21, are considered City space.

In 2014 the MBC participated in the City's Building Energy Challenge and received the program's Achievement Award in 2019. The City Hall/Courthouse building improved energy efficiency and reduced energy related greenhouse gas emissions by more than 15% from 2014 to 2017 and 32% from 2012 to 2016.

Project Cost Breakdown

MBC02

Updated today



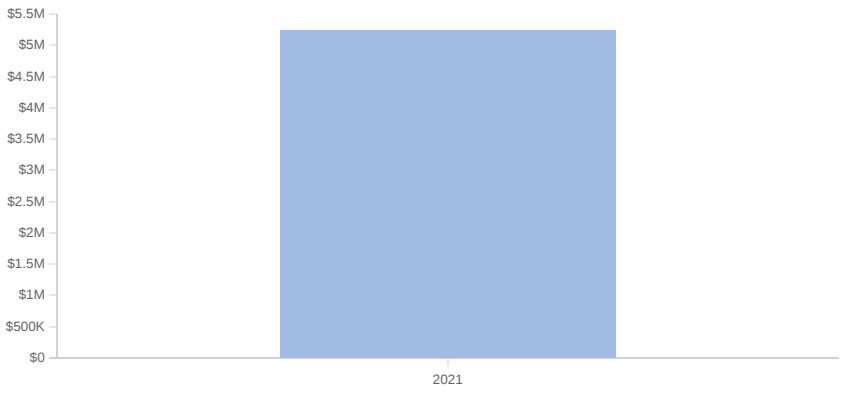
$5,236,260.00

Expenses in 2021

Department Funding Request

MBC02

Updated today



$5,236,260.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured? No
If

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

In 2013, a Minnesota Historical Society 2014 Capital Grant was awarded in the amount of $75,000. Grant funds were used to offset the cost of finishing system controls updates in previously finished Stages 1 -4.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. For efficiency and coordination with City tenant improvement work, life cycle upgrades and improvements including painting, ceiling tile, and carpet have also been incorporated into the MBC life safety/MEP projects.

This project receives a dollar for dollar match with Hennepin County Capital Funding.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
The Minneapolis Plan for Sustainable Growth - references
Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.
Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
6.3.5 Support the development of sustainable site and building standards on a citywide basis.
6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
6.3.10 Promote climate sensitive site and building design practices.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location & Design Review was conducted in 2008. The City Planning Commission found the project consistent with the comprehensive plan; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? No impact on existing tax base.

Describe the economic development impact of the project: Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible? Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? $(20,000)
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $500,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Installation of four energy wheels and a chilled water side economizer have been completed. The energy wheels and water side economizer capture energy from exhaust air and utilize that energy to heat, cool, or humidify incoming ventilation air. Originally the outside air intake units were scheduled at the end of the project. They have been rescheduled to capitalize on energy savings and to coordinate construction sequencing issues. Occupancy sensors in the renovated areas keep lighting and air distribution tempered to satisfy occupancy demands. More efficient lighting saves air conditioning expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
MBC will use operating funding for this. No significant financial impact.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The available City & County Mechanical Project balance was approximately $1.3 million as of March 2020, and is sufficient to provide for the design work underway in 2020.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Anticipated schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

Investigatory Design for fireproofing, sprinkler system, fire alarm, and hazardous materials - 2020
Design for Stages 15/19 - in progress (2020)
Bidding and Procurement for Stages 15/19 - July 2020
Construction for Stages 15/19 - 2020/2021
Design, Bidding, Procurement for future MLS Stages 20/21 – 2022
Construction for Stages 20/21 - 2023

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 29, 20, and 21 - City spaces) is determined in collaboration with the City.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
N/A

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
N/A

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
N/A

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
This project contributes to the preservation and security of the facility, improving its sustainability and contributing to a more cost-effective and efficient government.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
N/A

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
N/A

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This project helps preserve and maintain a key cultural and historical City/County asset which is on the National Register of Historic Places.

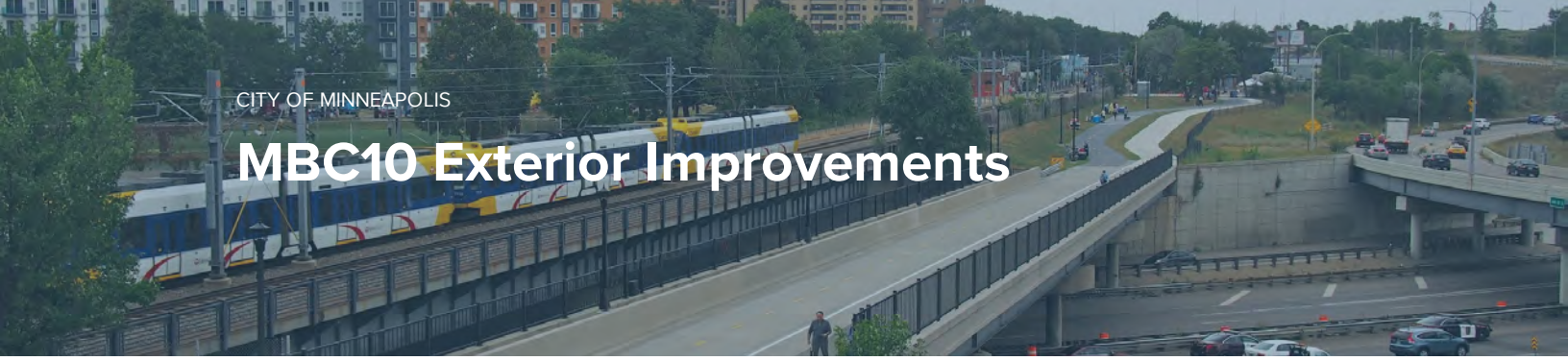
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

It is anticipated that the 2021-2022 work would be completed concurrently with the planned MBC14 Historic Finishes Renovation (if approved), in the larger Stage 15 footprint to maximize on cost efficiencies and to minimize the overall disturbance to building occupants.

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CITY OF MINNEAPOLIS

MBC10 Exterior Improvements

Project Details:

Project Start Date: March, 2018
Ongoing Program: Y/N
Submitting Department: MBC
Contact Person: Royce Wiens
Level of Need: Important
Estimated Project Completion Date: November 2021
Department Priority: 2
Contact Phone Number: (612) 596-9522
Website:

Project Location:

Address: 350 South Fifth Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Minneapolis City Hall/Hennepin County Courthouse

Project Description:

This project helps to preserve and protect the City Hall / Courthouse building by addressing issues and concerns related to waterproofing, exterior doors and windows, masonry, exterior lighting, and moat access control.

Preserving this asset involves addressing building envelope issues on a regular basis. This project is primarily about asset preservation, but also about tenant comfort. The project includes limited waterproofing replacement, masonry repointing and repairs, exterior window repair, and door replacement and repair, clock tower antenna removal, exterior lighting, and exterior access control.

The City Hall/Courthouse is on the National Register of Historic places and it is an iconic historic landmark for Minneapolis, Hennepin County, and Minnesota. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs.

Phase 1 including the masonry repointing and repair, exterior window sealant replacement and broken glass replacement, gutter repairs, and heat tape replacement for the East, North, and West facades is currently under way and scheduled for completion in October 2020. Construction documents for Phases 2 and 3 are planned for completion by May 2020 with the Phase 2 construction work planned for completion by early 2021. Phase 2 will include completing the same work currently in progress for Phase 1 for the south (5th Street) facade and tower. Phase 3 is scheduled for the 2021 and will address remaining interior courtyard masonry and waterproofing work, interior window work, perimeter door work, tower antenna removal, and ground level access control.

Purpose and Justification:

Over the past several years, the MBC has identified envelope problems related to waterproofing, masonry, windows and doors. If left unaddressed, the elements will cause further damage to the building and equipment in the building. The cost for repairs will only increase.

Waterproofing/ Heat tape / Sub-Basement Work
The remaining areas of concern for waterproofing are the 4th Street and 5th Street entry roofs, the areas around shafts one (1) and three (3) which include related heat tape replacement, waterproofing replacement at all four shaft roofs, and waterproofing replacement at the 13th floor of the clock tower. The waterproofing, flashing and heat tape work around shafts 2 and 4 have been completed as these were the most problematic. A majority of the heat tape around the exterior perimeter of the building is also in need of replacement as it was installed in 1997 and has an expected lifespan of 20 years.

Masonry
The MBC worked with MacDonald and Mack Architects to first identify the major masonry problems and potential solutions in 2012. The MBC has since addressed a portion of the highest priority masonry problems and has now commenced to address remaining masonry repairs and repointing with the Phase 1 work.

Windows
Design development level estimates have identified that the cost for the planned interior repairs for all windows below the 4th floor will be over $2M while bringing small improvements in thermal comfort. So this portion of the project has been removed and the MBC will focus on future plans to replace the windows. The lower cost exterior sealant replacement with replacement of broken glass is still being done in conjunction with the masonry work to reduce air infiltration.

Exterior Lighting and Antenna Removal
Per MBC Board Direction, the MBC has already completed a majority of the exterior lighting installation at the 4th and 5th street towers. The remaining work will be completed in coordination with Phase 2 with the antenna removal planned to be included in Phase 3.

Moat Access and Fall Protection
This work includes replacing an older vehicle gate near the corner of 4th Street and 4th Avenue and installing access gates to the moat on the 3rd Avenue side of the building.

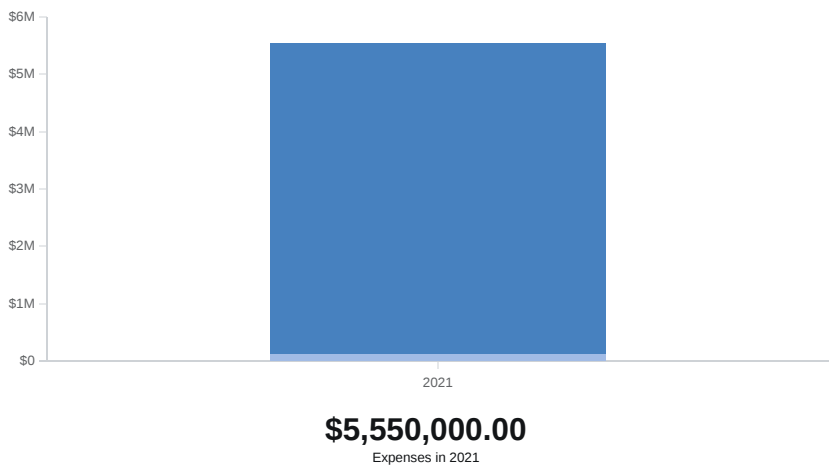
Project Visuals and Map:



Project Cost Breakdown

MBC10

Updated 2 weeks ago



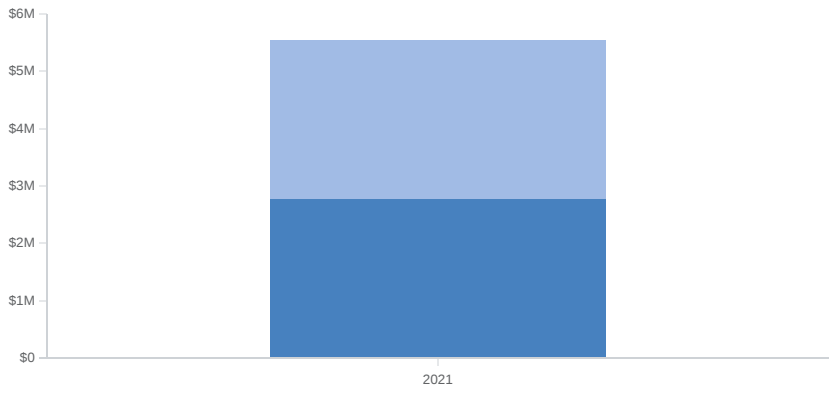
$5,550,000.00

Expenses in 2021

Department Funding Request

MBC10

Updated 2 weeks ago



$5,550,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured? No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

The Minneapolis Plan for Sustainable Growth - references
Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.
Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
6.3.5 Support the development of sustainable site and building standards on a citywide basis.
6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
6.3.10 Promote climate sensitive site and building design practices.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Not Applicable

Economic Development

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project: Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible? Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details. Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30 years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations? Remaining funds will be used in Phase 2 work scheduled for 2020.
Prior Year Remaining Bond Authorizations: $6,074,483. Plan to use all remaining funds for Phase 2.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Cost/year based on repair costs from 2012 - 2015: $143,900

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This project started in 2018. Below is the anticipated schedule for completion:

Phase 1

Construction – March - October 2020

Phase 2

Design Development and Construction Documents – January - May 2020

Bidding and Contracting – May - August 2020

Construction – September 2020 - Spring 2021

Phase 3

Design Development and Construction Documents – January - May 2020

Bidding and Contracting – January – March 2021

Construction – April – November 2021

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is planned in Phases as described in the Phasing/Timing section.

Minneapolis Goals and Strategic Direction

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community: N/A

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing: N/A

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive. N/A

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
By mitigating water intrusion and air infiltration/exfiltration, this project preserves and improves the sustainability of the City Hall/Courthouse building, contributing to a more cost-effective municipal government.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design. N/A

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
N/A

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This project helps preserve and maintain a key cultural and historical City/County asset which is on the National Register of Historic Places.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

MBC12 Safety Improvements - Non-Stagework Areas

Project Details:

Project Start Date: 1/1/2018
Ongoing Program: Y/N
Submitting Department: MBC
Contact Person: Royce Wiens
Level of Need: Important
Estimated Project Completion Date: 12/31/2024
Department Priority: 1
Contact Phone Number: (612) 596-9522
Website:

Project Location:

Address: 350 South Fifth Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Minneapolis City Hall/Hennepin County Courthouse

ccctoject Description:

This project will upgrade and improve the safety and security infrastructure of the City Hall/Courthouse facility so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates recently adopted code changes and State Amendments.

This project addresses life safety concerns not addressed in the current 23 stage Mechanical/Life Safety Project including: adding smoke barriers in the rotunda and ADC; asbestos abatement; adding fire sprinkling in the rotunda gallery, corner shafts, attic, 5th Street stairway, Rotunda stairways, and 4th and 5th Street Towers; adding exit signage; and adding attic occupant notification. Security upgrades would be included with the proposed smoke barriers at the Rotunda and 5th Street Lobbies to limit access to the east and west corridors in the event of an emergency.

A portion of this work was funded by the MBC 01 budget in 2017 and 2018. Those funds are being used towards this project. The MBC 12 funding request represents the remaining funds needed to complete the full project. The additional life safety work related to accessibility issues on the East Mezzanine level will be addressed concurrently with Stages 20 and 21.

Construction for Phase A is currently underway that addresses the most critical work including: smoke barriers in the rotunda, the 5th Street lobby security walls and doors, beam smoke detection in the rotunda, and adding exit signage. IHSC is currently working on contract documents for the attic abatement that will also allow for the life safety work in the attic. Finally, Miller Dunwiddie and Associates has completed Construction Documents and related cost estimate for a majority of the remaining work. Their cost estimate is the basis for this capital request. The MBC is planning to complete Phase A construction by June 2020 with attic abatement to be completed by September 2020. Pending the bid results for the attic abatement, the MBC will utilize the remaining funding available to immediately bid out a Phase B scope that is based on the remaining budget for this year and the priorities for this project.

Purpose and Justification:

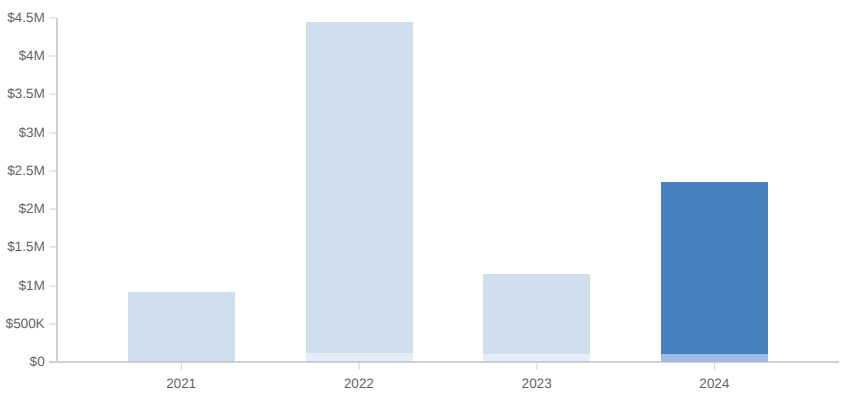
Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building, including police, fire, emergency communications (911), Adult Detention Center, and courts. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact. Other important functions include offices for the Mayor, City Council, Finance Department and Public Works.

The additional work as outlined in the 2011 Summit Fire Consulting report complements the Life Safety work planned for the remaining stages. In 2011 Summit Fire Consulting prepared an updated life safety study in follow up to the 1989 study. This was prepared in cooperation with the City of Minneapolis Inspections and Fire Departments.

Project Cost Breakdown

MBC12

Updated 2 weeks ago



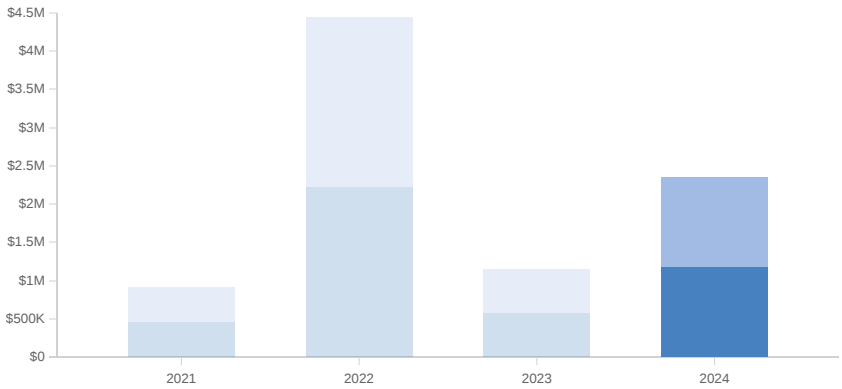
$2,350,000.00

Expenses in 2024

Department Funding Request

MBC12

Updated 2 weeks ago



$2,350,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured? No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed..

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.
This project receives a dollar for dollar match with Hennepin County Capital Funding.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.
Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
6.3.5 Support the development of sustainable site and building standards on a citywide basis.
6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
6.3.10 Promote climate sensitive site and building design practices.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this project was conducted April 2008. The project was found consistent with the comprehensive plan. No additional review is required by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base? No impact on existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? $5000
Any Prior Year Remaining Bond Authorizations? Yes, but we are planning to spend this by early 2021
Prior Year Remaining Bond Authorizations: Plan to use remaining authorization for attic abatement work and Phase B project.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There will be some additional operating costs for testing and inspections of the fire sprinkler and fire alarm items. We anticipate additional costs of $5,000 / year. This is equal to the cost of testing one fourth of the building per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
MBC will use operating funding for this. No significant financial impact.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N**ot** Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The 2017-2019 appropriation for this work has been used to bring Miller Dunwiddie on board for the design work and will be used to cover the construction costs for Phase A of the proposed work. The 2020 appropriation will be used to cover the design and abatement cost for the attic abatement and a Phase B scope to be determined based on the final cost for the attic abatement

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Construction Drawings for all remaining work – Complete by December 2020 (Currently 95% complete)

Attic Abatement Procurement: April – June 2020
Attic Abatement: July – September 2020
Phase B CD completion based on findings after abatement: October 2020
Phase B Procurement and Contracting: November 2020 – Jan 2021
Phase B Construction: February 2021 – July 2021
Phase C Procurement and Contracting: January - April 2021
Phase C Construction: May - December 2021
Phase D Procurement and Contracting: January - April 2022
Phase D Construction: May - December 2022
Phase E Procurement and Contracting: January - April 2023
Phase E Construction: May - December 2023
Phase F Procurement and Contracting: January - April 2024
Phase F Construction: May - December 2024

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The proposed plan has been expanded from 3 phases originally (not including attic abatement) to 6 phases.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community: N/A

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing: N/A

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive. N/A

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
This project contributes to the preservation and security of the facility, improving its sustainability and contributing to a more cost-effective and efficient government.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design. N/A

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
N/A

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This project helps preserve and maintain a key cultural and historical City/County asset which is on the National Register of Historic Places.

Additional Information

Life Safety is critical for any facility. The proposed life safety improvements along with those that are included in the remaining stages will help ensure the safety of those who work, visit, and do business in the building.

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CITY OF MINNEAPOLIS

MBC13 4th St Reconstruction - Sidewalk Enhancements

Project Details:

Project Start Date: 1/1/2021
Ongoing Program: Y/N
Submitting Department: MBC
Contact Person: Royce Wiens
Level of Need: Important
Estimated Project Completion Date: 11/30/2020
Department Priority: 6
Contact Phone Number: (612) 596-9522
Website:

Project Location:

Address: 350 South Fifth Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Minneapolis City Hall/Hennepin County Courthouse

Project Description:

This project will update the look, increase pedestrian safety, and better accommodate the bikeway along the 4th street side of the City Hall / Courthouse. The MBC project will be done at the same time as a much larger project by the City of Minneapolis to replace the entire 4th Street Corridor starting at 2nd Avenue North to 4th Avenue South.

The City Hall/Courthouse Municipal Building is on the National Register of Historic places and it is an iconic historic landmark for Minneapolis, Hennepin County and Minnesota.

This project requests the following enhancements:
- New bollards in front of the 4th Street Entry doors
- New granite benches behind the city planned planting beds (4 total)
- 2 exterior security cameras to be mounted on the new City street lights.

Purpose and Justification:

Very little work or upgrades have been done to the streetscape. This is a cost efficient opportunity to do the work while the street and sidewalk are already under construction.

By adding the bollards, security cameras, and benches, we will be improving the building and pedestrian security and safety along 4th Street.

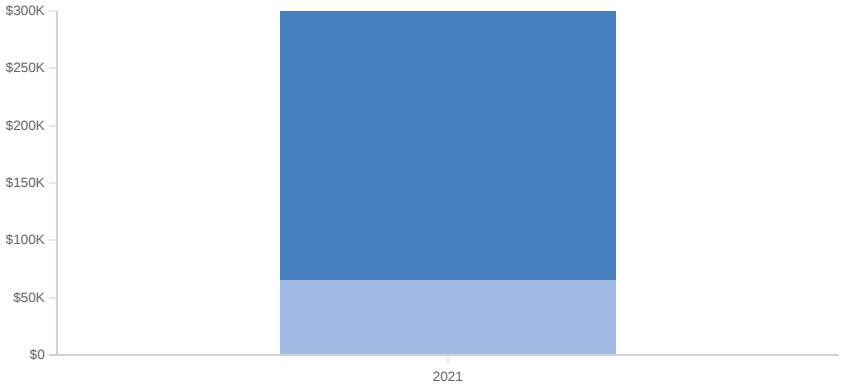
4th Street Reconstruction - Proposed City Hall/Courthouse Enhancements



Project Cost Breakdown

MBC13

Updated 2 weeks ago



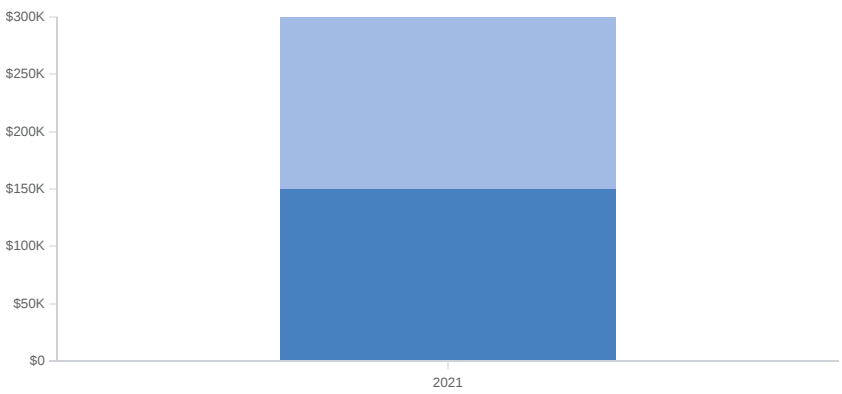
$300,000.00

Expenses in 2021

Department Funding Request

MBC13

Updated 2 weeks ago



$300,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured? No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The project is coordinated with the Hennepin County Capital Funding program. By agreement, both City and County Capital Programs must fund the project on a dollar for dollar basis for the project to proceed.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project is coordinated with Hennepin County Capital Program. This project receives a dollar for dollar match with Hennepin County Capital Funding.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
The Minneapolis Plan for Sustainable Growth - references
Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.
Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.
6.3.5 Support the development of sustainable site and building standards on a citywide basis.
6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.
6.3.10 Promote climate sensitive site and building design practices.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
N/A

Economic Development

Will the project contribute to growth in the city's tax base? No impact on existing tax base.

Describe the economic development impact of the project: Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible? Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This project contributes to the safety of the 4th Street Bikeway.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The 4th Street corridor will be torn up during the City project and MBC work will occur at the same time.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
New
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
2020
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations?
No
Prior Year Remaining Bond Authorizations: None

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The increase to operating and maintenance costs will be minimal as compared to the current costs. All costs will be covered under the MBC operating budget.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This project will start and be completed in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The project is planned to occur in one construction season, 2021.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This project would provide a cultural and historic enhancement to the City Hall/Courthouse which is on the National Register of Historic Places.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

ART01 Art in Public Places

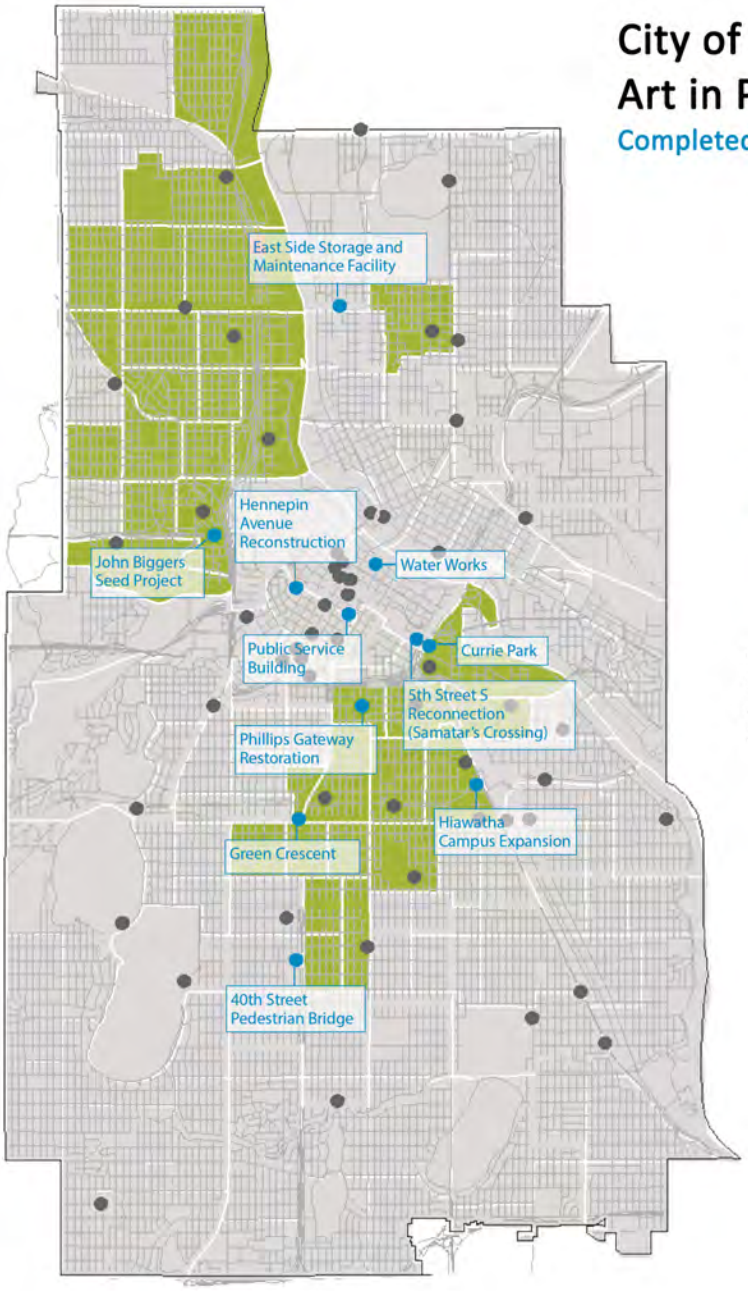
Project Details:

Project Start Date: 1/1/21
Ongoing Program: Yes
Submitting Department: CPED
Contact Person: Mary Altman, Public Arts Administrator
Level of Need: Significant
Estimated Project Completion Date: 12/31/21
Department Priority: 1 of 1
Contact Phone Number: 612-673-3006
Website: http://www.minneapolismn.gov/dca

Project Location:

Address: City-wide
City Sector: City-wide
Affected Neighborhoods: TBD
Affected Wards: All
Locations will be determined through the 2021 selection process. See the map below for the locations of current projects.

City of Minneapolis
Art in Public Places
Completed and Current Projects



KEY

- City Council Wards
- ACP* Zone
- Existing Artwork
- Current/Special Projects

*Areas of Concentrated Poverty. Source: Metropolitan Council analysis of U.S. Census Bureau Data, 2019

Project Description

For 40 years, the City of Minneapolis has enriched the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure by funding the Art in Public Places Program through an annual allocation from the capital budget. Public artworks contribute to the livability and vibrancy of public places in the Minneapolis. They build pride in community and cultural identity, while inspiring discussion about issues affecting quality of life and the future of the City. The process of developing public artworks builds the capacity of artists and community members to shape City spaces and neighborhoods.

Proposals for public art sites are solicited annually by Community Planning and Economic Development through an internal request for proposals to the Minneapolis Park and Recreation Board (MPRB), Public Works, the Municipal Building Commission and Property Services. Potential Art in Public Places projects are highlighted in the 5-Year Public Art Outlook, which builds on the City's capital budget process and the work of the Capital Long Range Improvement Committee. The Outlook process involves artists in identifying possible sites that could be interesting and challenging future opportunities for public artists. These artists review annual budget requests made to CLIC and observe presentations by departments and MPRB. They also review CLIC's rankings, comments and recommendations, and visit possible project locations. The artists then make recommendations for possible projects to the City's Public Art Advisory Panel and the Minneapolis Arts Commission. The City's Public Art Values and Goals and the adopted criteria for public art site selection shape their decisions. In 2021, 3-4 new projects will be selected from proposals from the current Six Year Capital Program.

A key focus of Art in Public Places is community engagement throughout the process. This engagement is tailored to the needs of each individual project, and may mean involving community members in project planning, reviewing draft design concepts, creating aspects of artworks in community workshops, and/or by developing interactive works that people can experience in new ways each time they visit the site.

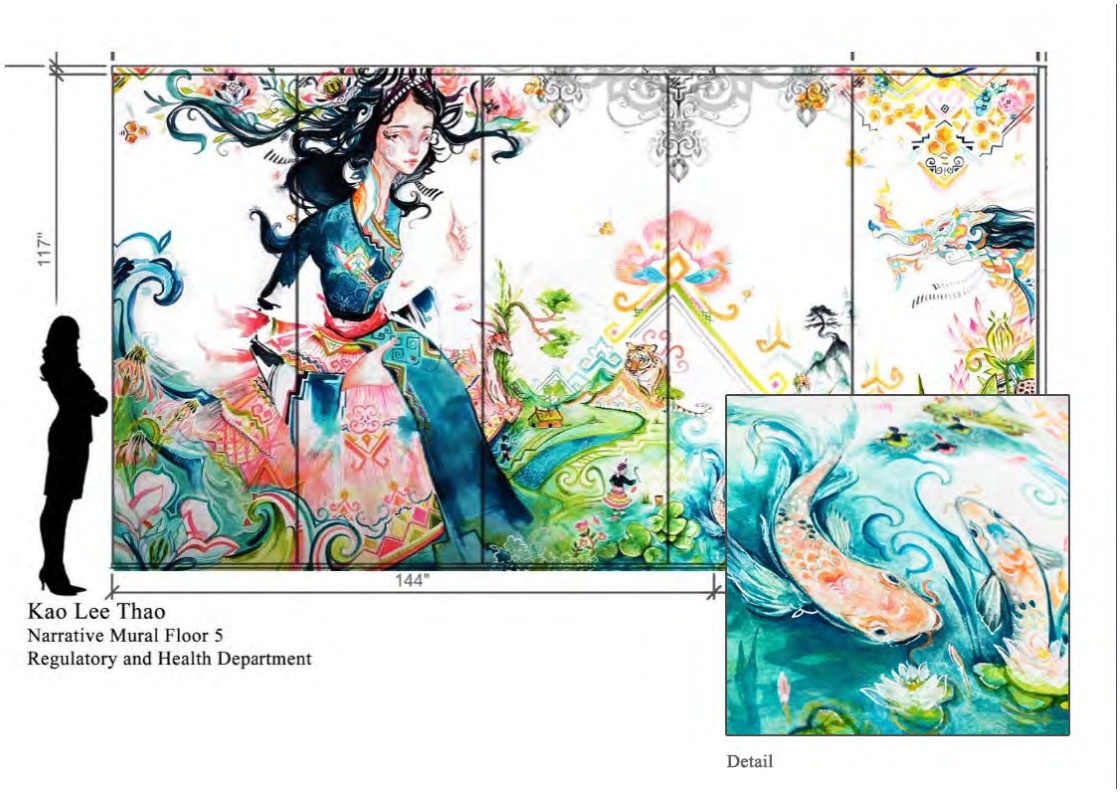
One example of the program's approach to engagement is the narrative murals project for the new Public Service Building. Five artists have been selected to create murals for five floors within the

Purpose and Justification

The goals and intended outcomes of the Art in Public Places are to:

- **Stimulate Excellence in Community Design:** Public art improves the City's appearance and stimulates innovation and high-quality design.
- **Value Artists and Artistic Process:** Public art commissions create opportunities for artists to express their vision for the community and earn a livelihood as artists.
- **Enhance Community Identity:** Public art inspires discussion about issues affecting quality of life and builds pride in community and cultural identity.
- **Contribute to Community Vitality:** Public artworks contribute to livability and vibrancy of public places and attract visitors.
- **Involve a Broad Range of People and Communities:** The process of developing public artworks builds the capacity of a diverse range of artists, community organizations and leaders by involving them in the design and development of public spaces.
- **Uses Resources Wisely:** Well-maintained and well-designed public artworks add to the value of City infrastructure and provide opportunities for private investment in the community.

building. Each artist was asked to engage employees from the City, as well as a neighborhood or community within the City. Kao Lee Thao held a community workshop with the Hmong community; Marlena Myles engaged the Native American community at various events, Witt Siasoco worked with skateboarders using the skate park at Juxtaposition Arts; Connor Rice interviewed CPED staff about issues of red-lining; and Angela Two Stars talked to members of the law enforcement community throughout the region.



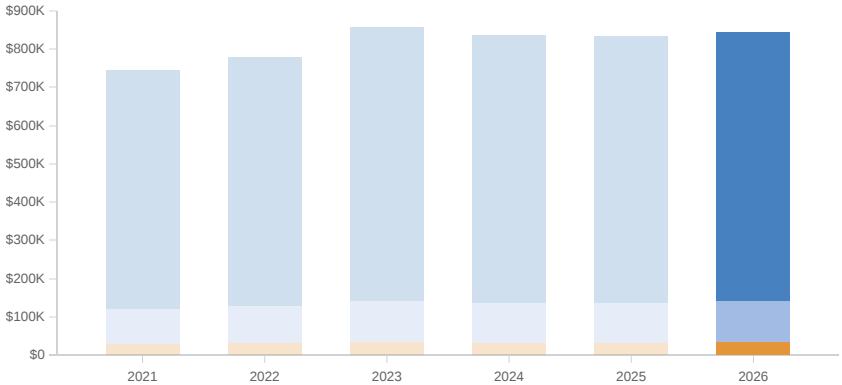
Kao Lee Thao
Narrative Mural Floor 5
Regulatory and Health Department

Detail

Project Cost Breakdown

ART01

Updated 2 weeks ago



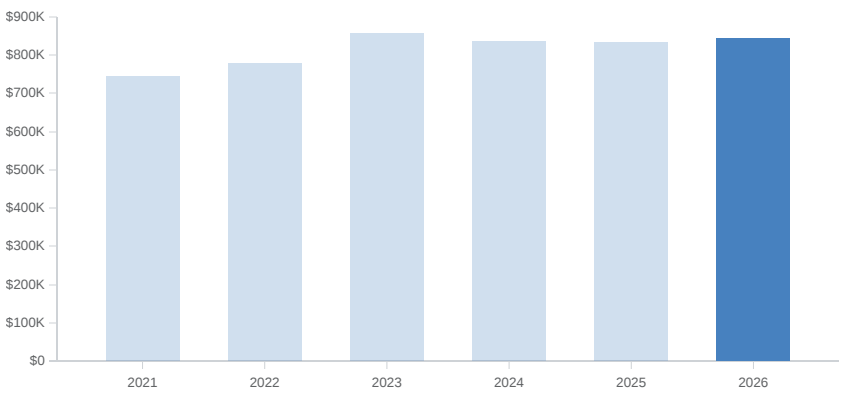
$844,500.00

Expenses in 2026

Department Revenue Request

ART01

Updated 2 weeks ago



$844,500.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Unknown at this point as 2021 to 2026 projects are not yet selected and additional fundraising is project-specific. On average, the City's NDB allocation to Art in Public Places projects leverages more than a 25 percent match in funding from other sources.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Every public art project requires extensive collaboration with a number of partners, especially other City departments and agencies involved in capital projects, such as CPED, MPRB, Public Works, MnDOT, Finance and Property Services, neighborhoods, local developers, etc. Those partners invest portions of their design and construction budgets to support the development and fabrication of artworks.

Communities are the key partner in the City's public art endeavors.

- All public art projects are selected, reviewed and approved by the Public Art Advisory Panel, and the Minneapolis Arts Commission, and both of these bodies include strong and diverse community representation.
- Community-based criteria are at the heart of all decision making, including the involvement of diverse community members in the planning, selection and implementation of projects, the ability of selected artists to connect with respective communities, and the connection between artworks and the communities where they are being developed.
- The community engagement plan for each project is tailored to the needs of the community, and community-based Steering committees set the goals for the project, prioritize engagement strategies, and provide the artists with ongoing input.
- Even the annual work plan for the conservation and maintenance of artworks is scrutinized int terms of addressing the needs of equitable distribution of the care of artworks across a

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Art in Public Places regularly supports the policies of the Comprehensive Plan by partnering with City Departments and Boards to implement the Plan's goals related to their activities. This includes plan topics Land Use and Built Form, Transportation, Housing, Economic Competitiveness, Public Services and Facilities, Parks and Open Space, Heritage Preservation and Arts and Culture For example, the new 40th Street Pedestrian Bridge railing by Seitu Jones will help implement policy 48.g: "Support initiatives to reconnect neighborhoods separated by freeways, in partnership with MnDOT and other stakeholders, including improvements and replacements to pedestrian and multi-use bridges."

Each public art project builds on related small area plans, historic significance studies, design guidelines, and planning policies for the areas in which they are located. Selected artists are provided with appropriate information and asked to develop designs that are consistent with these plans. Oftentimes artists base their thematic concepts on this information. The Bde Maka Ska project built on the Harriet/Calhoun Master Plan, the East Side Storage and Maintenance Facility is building on the Holland Neighborhood Small Area Plan., and the conservation of the Philips Gateway is building on the master plan for Peavey Park. A city planner serves on the Public Art Advisory Panel to review whether artists' designs are consistent with adopted plans.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This review occurs as needed for specific public art locations as they are identified.

broad range of communities, and particularly in areas of concentrated poverty.

Original Condition



This is an image of the East Side Storage and Maintenance Facility prior to installation of the sculpture.

After Construction



Collection Point by Randy Walker anchors the site. When complete, it will include a circular plaza that will be a resting point along the bike and walking path and will be integrated into landscaping for the building. The sculpture also services as a gateway greeting people entering the City from the north.

The stenciled concrete panels include images gathered during community engagement events.



Economic Development

Will the project contribute to growth in the city's tax base?

No impact on existing tax base.

Describe the economic development impact of the project:

Public Artworks in the City, such as artist-designed benches and manhole covers, support the goals of businesses in the City by increasing the quality of the public realm and retail environments in downtown and on the City's commercial corridors and making them interesting places to visit and shop.

Does the project support redevelopment opportunity that without the project would be infeasible?

While public art does not directly increase the feasibility of development opportunities, it can enhance those opportunities and increase their success. For example, the *Blossoms of Hope* flowering bus stop at Penn and Broadway and the *Luminous* sculptures at 46th and Hiawatha were created to support the developers' goals of creating iconic locations that would draw a strong first floor retail tenant to their projects.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Public art sites are often selected along these types of routes and corridors, and artworks are designed to support the needs of their users. Current projects include the 40th Street Pedestrian Bridge over I35W, and the Green Crescent and Hennepin Avenue projects. Public artworks can enhance the pedestrian experience and often act as wayfinding. This is a goal of the Samatar Crossing project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Public art projects take into consideration the space available in the right-of-way and potential interference with the space allocated for pedestrians and other uses. For example, because right-of-way is limited on Hennepin Avenue, that project will need to focus on works that have a small foot print, such as small seating elements, tall and thin gateway elements or enhancements to the railing that will delineate the space between the bike path and the transit areas.

Operating Impacts

Operations & Capital Asset Maintenance
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? 3,500
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $2,439,170.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

During design development for each public art project, a design assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the annual maintenance needs and costs, as well as the costs of periodic treatments, such as repainting. After this assessment, staff work with the artist to identify design changes which could decrease maintenance costs and make the artwork more durable. This process has resulted in a 67% decrease in maintenance costs since 2003. The above figure is based on the average annual cost of maintaining 3 new artwork each year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Basic annual maintenance, such as cleaning and debris removal is provided by project partners and property owners. More complex annual maintenance procedures, such as graffiti removal and new coatings are funded annually through CPED's general fund. The 2020 maintenance budget for public art is $80000. This year CPED hired a full time Art Collection Coordinator to oversee maintenance and conservation of the City's collection of over 80 artworks.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The timing of future capital investments, and the extent of the funding needed varies with each

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public art projects take on average approximately three years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, completion and acceptance. Timeline for projects vary and can be extended for two reasons: 1) the related infrastructure project is delayed; 2) emerging artists and organizations are involved and need additional support and time for training and development. The following is a list of projects underway and their status as of March 2020. Note that the prior year unspent dollars are higher than normal this year, due to the program also managing public art for the new Public Service Building (funds not reflected in this budget), which includes sixteen artworks by sixteen artists.

EAST SIDE STORAGE AND MAINTENANCE FACILITY
Funded 2017/Complete 2020
Allocated 175,000/Remaining 25,000

BDE MAKA SKA
Funded 2016/Complete 2019
Allocated 259,000/Remaining 10,000

Phillips Gateway Conservation Phase I
Funded 2019/Complete 2022
Allocated 35,000/Remaining 35,000

GREEN CRESCENT 35W@94 PROJECT
Funded 2017/Complete 2021
Allocated 275,000/Remaining 250,000

40TH STREET PEDESTRIAN BRIDGE
Funded 2016/Complete 2020
Allocated 42,000/Remaining 21,000

WATER WORKS
Funded 2018/Complete 2022
Allocated 450,000/Remaining 450,000

CURRIE PARK
Funded 2018/Complete 201
Allocated 183,000/Remaining 183,000

HENNEPIN AVENUE
Funded 2018/Complete 2022

artwork, and depends on the artwork's design. For many pieces this type of investment occurs when the artwork is 20-25 years old and requires sanding, a complete re-coating and other metal repair.

Many artworks constructed earlier in the public art program, prior to the design phase assessment and full-time public art staffing, have required more extensive renovations due to inherent flaws and poor craftsmanship. For example, the renovation budget of the 20-year old Powderhorn Gateway was approximately $175,000, four times the originally commissioning cost. In such cases, the Public Art Advisory Panel and the Minneapolis Arts Commission weigh these considerable costs against the significance of the artwork to the community and the costs of developing a new work of a similar scale. It was determined to renovate this Gateway, which is key feature on Powderhorn Lake, due to extensive community support and its use for many community events, including marriage ceremonies and daily fishing.

Allocated 75,000/Remaining 75,000

SAMATAR'S CROSSING
Funded 2017/Complete 2021
Allocated 182,000/Remaining 182,000

Hiawatha Campus Expansion
Funded 2019/Complete 2022
Allocated 212,000/Remaining 212,000

Bicycle Boulevard Design
Funded 2019/Complete 2021

2020 Not yet allocated
Allocated 700,000/Remaining 700,000

Contracted Project Management
Allocated 110,000/Remaining 80,000

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project Selection: Winter 2021
Project Planning: Spring/Summer 2021
Artist Selection Process: Summer/Fall 2021
Design Concepts and Community input: Winter/Spring 2021-22
Fabrication: Summer/Fall/Winter 2022-23
Installation: Spring 2024

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year: Annual funding for Art in Public Places projects is prescribed in the Chapter 36 of the City's Code of Ordinances as minimally the annual equivalent of 1.5% of the Net Debt Bond.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Art in Public Places projects support the City's safety goals by engaging constituents and youth in the design process, increasing their pride in artworks and public spaces and ensuring that art projects are vandalized less often. Proposed designs are reviewed to ensure they comply with Crime Prevention through Environmental Design principles and that residents and visitors are engaged and safe at public art locations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Provide details on how the Project contributes to this City Goal.

Not applicable.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

See Arts and Culture below and the other Economic Development section above.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

CPED conducts a number of activities to ensure an equitable, fair and open public art process, including:

- Facilitating a decision-making process through the Minneapolis Arts Commission and the Public Art Advisory Panel that is rooted in the City's goals and policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Commissioning artists through an open call process; making information, materials and panel comments available to all applicants; and providing technical assistance in community venues (such as Pow Wow Grounds and Mixed Blood Theater) to support applicants in completing application materials.
- Promote commissioning opportunities to artists throughout the City and collaborating with organizations to reach artists of color. (For the Bde Maka Ska project selection process, the Call for artists was advertised in the Circle Newspaper and through Native American networks.) Currently 13 out of the 24 artists under contract through Art in Public Places are people of color/indigenous.
- Seeking out the appropriate partners and diverse community members and constituents from within the community to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their artist's copyrights.
- Maintaining an active e-list of public artists, and sharing on a daily basis Calls for Artists from across the county on this list, and the Art in Public Places and Twitter sites. (These lists are currently updated regularly on the resources that the City and the arts community are making available to artists who have lost work related to the COVID-19 crisis.)

CPED works with project steering committees and artists to create community involvement processes that are appropriate to their communities and that reach the broadest range of people. Community engagement activities range broadly from traditional community meetings, open houses and surveys to engaging the community directly in artistic planning activities and in the creation of artworks. For 26th Avenue North, artists gathered input at a range of community events, including

the farmer's market, art openings and in elementary classrooms.

All Art in Public Places projects are developed in strong collaboration with City partners and through relationships with dozens and dozens of staff within Public Works, MPRB and other agencies. In addition, public art staff act as a resource to these partners when they are developing and conserving their own public art projects.

The public art website, and Facebook and Twitter sites share up-to-date and timely information about projects, open calls and other activities. Public artists, steering committees and partners have access to all project materials through SharePoint.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

A signature artwork designed for the City's new Public Service Building will focus on issues related to local climate change. *Current Conditions* will be a suspended kinetic sculpture that will move in response to data connected to climate change issues related to the Minneapolis sky (such as air quality and sunlight).

Artwork designs are regularly assessed to ensure artists are using sustainable building methods and supporting the City's sustainability goals. For the East Side Storage and Maintenance Facility, artist Randy Walker collaborated with Flood Plain Collective to design a public space that meets the project's storm water management needs, while at the same time providing site that serves as a large-scale gateway.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public art on and within streets, sidewalks, plazas, commercial and cultural corridors, neighborhoods and other publicly-accessible spaces influences the city's livability, bikeability, and walkability. Public art also supports the goal of building healthy and resilient communities by establishing a sense of belonging and reflecting the identities of local ethnic, racial, and cultural communities in its design. For example, new artworks at Bde Maka Ska were created in collaboration with descendants of the Dakota people who once resided in Heyata Otunwe, a village along the Lake in the 1800s. A metal railing and pavement works celebrate the plants the plants and animals that were important to the village, and include in Dakota language the names of the flora and fauna, as well as values of the Dakota people.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Public art projects that engage youth support their growth and personal expression, and encourage them to consider important social and culture issues in creative and meaningful ways. For example, a new large scale metal artwork, *Big Book,* by Christopheraaron Deanes, includes a story on bullying that was created in collaboration with fifth grade students at Nellie Stone Johnson Community School. Teacher Heather Davis' summarized her students experience working with Deanes over a six-week period: "[Deanes] led students through different exercises to support their creativity and guide them through the artist's process. Once the theme of bullying was chosen for the artwork, some students shared for the first time how they felt when a bully hurt them. The experience was powerful for all involved."

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

CPED's public art programming focuses on investments in public art particularly in communities where there are existing racial, ethnic, and economic disparities. As demonstrated in the map above, seven out of twelve current Art in Public Places project are in Areas of Concentrated Poverty. (This number has actually decreased significantly in the last year, because the number of of Areas of Concentrated Poverty reduced significantly, and several projects that were in these areas are no longer ranked as such.)

Public art supports economic development in arts districts, cultural corridors and other areas of the City by celebrating the identity of those places and the people who live there. Nicollet Mall's public art collection is a strong example of this, and Hennepin Avenue has selected for a public art commission with a goal of increasing and highlighting the vitality of the City's Theater district.

Public art also supports local artists and creative organizations, building their capacity to develop projects and earn revenue—including ensuring they receive appropriate support and compensation for their services.

A main focus of Art in Public Places is the development of emerging artists and artists of color to develop culturally-based works that are created by artists with deep experiences in those cultures. For example, the 26th Avenue public art project engaged artists with strong connections to the Northside. Christopher Harrison received a $25,000 commission to create his first major outdoor sculpture, Aqurbane. at Wirth Parkway. He has since been selected for an $82,000 commission for the new Public Service Building. For public art commissions in 2020, an estimated 54% of the artists were indigenous or people of color.

Additional Information

Public art is the most accessible cultural opportunity in the City. It's free of charge and can be experienced by all residents and visitors, including people who are not regular visitors to museums and galleries. Its visual nature makes it understandable by many people, regardless of language or cultural barriers.

For information on:

- Future projected public art projects, view the 5-Year Outlook for Art in Public Places.
- The current status and descriptions public art commissions underway, see the City's Public Art website.
- Over 80 existing artworks in the City's public art collection and additional artworks in the collection of MPRB, visit eight interactive public art tours.

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CITY OF MINNEAPOLIS

FIR11 New Fire Station No. 11

Project Details:

Project Start Date: 2017
Ongoing Program: Y/N
Submitting Department: Finance and Property Services
Contact Person: Bob Friddle
Level of Need: Important
Estimated Project Completion Date: 2023
Department Priority: 2 of 3
Contact Phone Number: 612-3387
Website: NA

Project Location:

Address: 935 5th Avenue SE
City Sector: East
Affected Neighborhoods: Marcy-Holmes
Affected Wards: Ward 3
Current East Yards Water Maintenance Facility location

Project Description:

This Project will plan, design, and construct a new Fire Station No. 11 at the City owned property at 935 5th Avenue South East.

Purpose and Justification:

The current Fire Station No. 11 is located on a residential street at 229 6th St. S.E. The original station, built in 1925, is a two-story brick building including a finished basement, with two apparatus bays. The area of the station is approximately 16,500 square feet. The Fire Station serves the East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains for a total of 30 occupants. The location and configuration of the current Fire Station No. 11 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility.

Long term strategic planning planned for the station to be relocated to a commercial corridor (to improve response times) vs. renovating and expanding at the current location. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas, have created a demand for private sleeping rooms.

Because of higher demand, due to shifts in property development and street access, the response times for Fire Station No. 11 have decreased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands on Fire Station No. 11, a new facility and a better location will improve service and response times to these surrounding neighborhoods, including growing industrial areas to the east.

The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters. The building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the Public Works Water Distribution and Maintenance Facility which is to be relocated as

part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

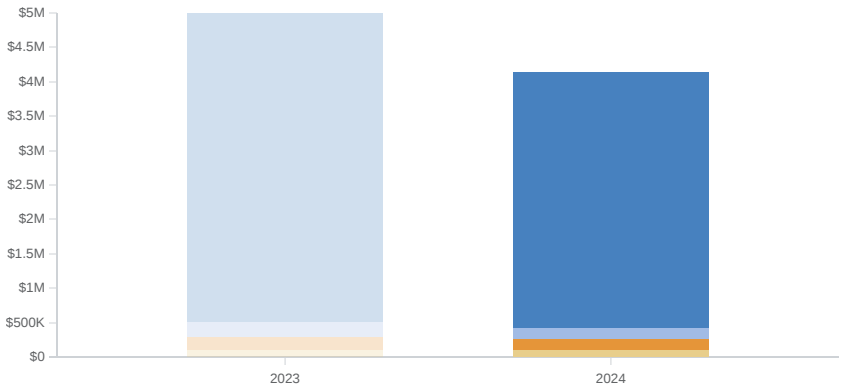
The new Fire Station No. 11 project will coordinate with City Public Works and Hennepin County Public Works groups for access onto East Hennepin Ave.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

Project Cost Breakdown

FIR11

Updated 2 weeks ago



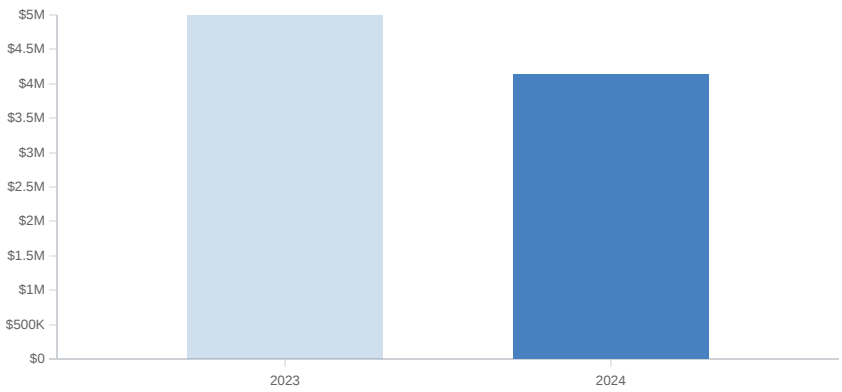
$4,144,000.00

Expenses in 2024

Department Funding Request

FIR11

Updated 2 weeks ago



$4,144,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
None at this time this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project currently does not have any partners.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Policy 5.4: Enhance the safety, appearance, and effectiveness of the City's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
Policy 5.6: Improve the safety and security of residents, workers, and
visitors.
5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.
5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people
who use its services.
5.8.1 Ensure equal access to city services and contracts across the protected classes.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was approved on May 26, 2016.

Economic Development

Will the project contribute to growth in the city's tax base? Yes

Describe the economic development impact of the project:
Staff from the Community Planning and Economic Development (CPED) department have been assigned to this project and will assist in the identification of appropriate re-use opportunities for the historic buildings on the proposed site as well as the redevelopment of the current Fire Station No. 11 for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?
Yes

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, details yet to be determined.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No, Public Works is looking into potential bike trail adjacent to the project site.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
NA

Operating Impacts

Operations & Capital Asset Maintenance: TBD

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75 years
Year that Operating Incr/(Decr) will take effect? 2023

What is the estimated annual operating cost increase or (decrease) for this project? $20,000 Increase

Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $3,260,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be $20,000 a year higher based on comparative stations.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Increased costs have been planned for in the City's 5-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This new fire station is needed and has been waiting for the Water Department to relocate to the Hiawatha campus to free up a site.

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to adequate Fire Response services. Keeping neighborhoods safe is essential; the City must be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.
The new location will provide faster response times, especially to the growing industrial area to the east.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
New Fire Station will support housing and neighborhoods that are continuing to expand and grow in housing stock complexity. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS)strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Projects are designed with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Fire Station will benefit the City residents through improved and equitable access to safety services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The new Fire Station design would allow for improved parking and rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The current fire station at (229 Southeast 6th Street) has redevelopment potential and will be marketed for redevelopment by the Community Planning and Economic Development (CPED) department.

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CITY OF MINNEAPOLIS

FIR12 New Fire Station No. 1

Project Details:

Project Start Date: 2020
Ongoing Program: Yes
Submitting Department: Finance & Property Services
Contact Person: Bob Friddle
Level of Need: Significant
Estimated Project Completion Date: winter 2021
Department Priority: High
Contact Phone Number: 3387
Website: TBD

Project Location:

Address: 530 South 3rd Street (Current Address)
City Sector: Downtown
Affected Neighborhoods: North Loop, Warehouse District, East Downtown
Affected Wards: 3
Description of Location-Current negotiations include a new Fire Station on the same block as the current Fire Station and incorporated as part of a redevelopment to include residential housing.

Project Description:

This project would provide for the replacement of Fire Station #1 as part of a larger urban redevelopment strategy.

Purpose and Justification:

Fire Station No. 1 (built in 1908 and remodeled in 1963) is a traditional two-story brick building with a partial basement, two apparatus bays, and living space. The building has a significant amount of deferred capital maintenance as the long term plan called for its eventual replacement. This building currently houses Engine #1 and the “on shift” Duty Deputy. Strategic Planning called for this station to be replaced as part of serving growing downtown population and redevelopment potential.

In 2003, Fire Station No. 10 closed (19 Fourth Street North, now Police Precinct #1) and the Fire Department staff was transferred to Fire Station No. 6 (near the Convention Center) with the goal of replacing Station No. 1 with a larger station that would accommodate the staffing and equipment needs for higher density residential housing and large scale commercial structures. The strategy at the time (as well as today) is the downtown and adjacent neighborhoods can be served with two larger stations at the outer edges of the central commercial district.

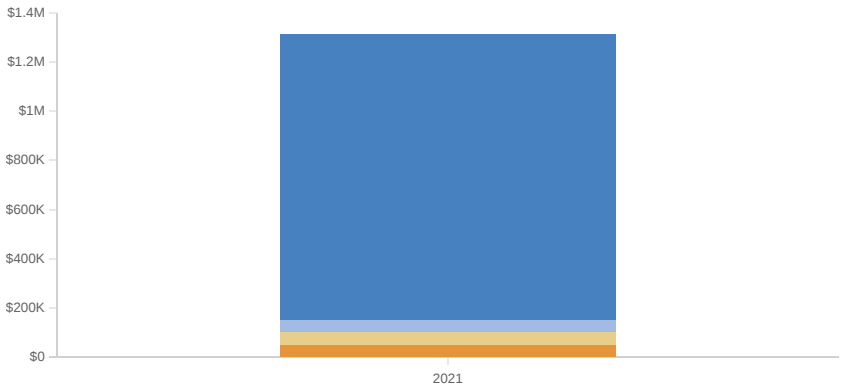
With two downtown locations vs. three, the numbers of calls/responses by Fire Station No. 1 have risen dramatically over time (from 979 responses in 1993 to 4,241 responses in 2017, a 433% increase). Response times from this location meet the Department's response time performance goals. The current location has good access points to the existing transportation routes and therefore the new building project would be located on the same block as the current location. Station No. 1 would be expanded into a multi-functional station with the addition of specialized equipment, personnel, and administrative staff. The new station would include new apparatus bays for an Engine Company, Mobile Command, Ladder Company, and the Duty Deputy, as well as three additional Deputy Chiefs. With this consolidation of services, it will also contribute to providing a more expansive relationship with the downtown community.

A new station is currently envisioned to be part of a mixed-use development, including market rate as well as low-income housing, rather than a standalone building/site. Community Planning and Economic Development Department (CPED), in collaboration with Property Services and MFD, has planned this new station and is currently negotiating a price for its construction by the developer. Upon completion of the new construction, the existing station would then be sold to the developer so they can complete the remainder of their construction on the block.

Project Cost Breakdown

FIR12

Updated 2 weeks ago



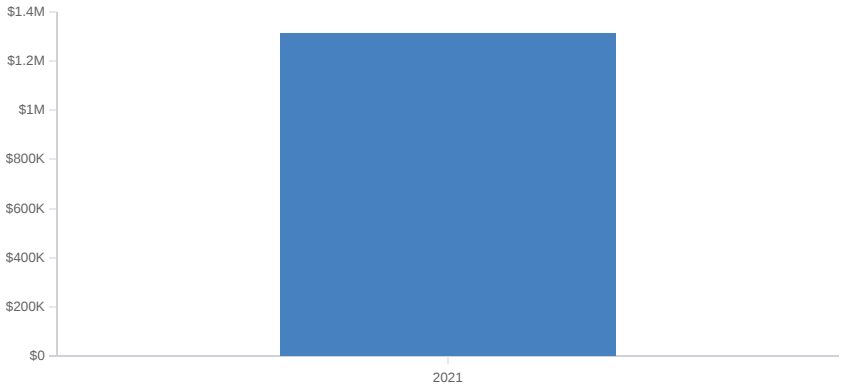
$1,313,000.00

Expenses in 2021

Department Funding Request

FIR12

Updated 2 weeks ago



$1,313,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Grant and other non-City funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Sherman Associates is the developer currently negotiating with the City to build this new fire station as a part of their larger mixed-use development. The separate housing development will include tax incremental financing in an amount yet to be determined. This project improves the ability of the Fire Department to provide services to the public—in furtherance of the following City Goals.
LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life•
All neighborhoods are safe, healthy, and uniquely inviting
A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES•
City operations are efficient, effective, results-driven, and customer–focused
GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED•
The city's infrastructure is managed and improved for current and future needs

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure. 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.Policy 5.6: Improve the safety and security of residents, workers, and visitors.5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.Policy 5.8: Make city government more responsive to the needs of people who use its services.5.8.1 Ensure equal access to city services and contracts across the protected classes.5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was approved on May 26, 2016.

Economic Development

Will the project contribute to growth in the city's tax base?
Strategic location of the current station is part of a redevelopment strategy for the entire block.

Describe the economic development impact of the project:
Staff is working with CPED and the current adjacent property owners and potential development partners to determine the best option for the City that also provides for dense multistory development opportunities (future air rights).

Does the project support redevelopment opportunity that without the project would be infeasible?
Strategic location of the station is part of a redevelopment strategy for the entire block.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes. Curb lines, curb cuts, on-street parking and pedestrian corner re-designs are all being coordinated with City planning requirements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, but would be indicative of nearly all downtown locations.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
New

What is the expected useful life of the project/Improvement? 75 years

Year that Operating Incr/(Decr) will take effect?
2021

What is the estimated annual operating cost increase or (decrease) for this project?
See below.

Any Prior Year Remaining Bond Authorizations?
Yes
Prior Year Remaining Bond Authorizations:
$11,750,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The station will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station, therefore there will not be any financial offset.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Increased costs have been planned for in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
If the station is relocated and built new, the intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:
The project is planned to be designed constructed as a single project over a two-year period.
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Cost estimates are based on an actual schematic-level design. The City has hired an outside consultant who has constructed several fire stations in recent years and have utilized their market data to update project estimates. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

replacements starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Keeping neighborhoods safe is essential; the City must be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs.
The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
The existing Station No. 1 is 106 years old. Even though the block is ready for large scale development, including the current Fire Station into a development project may be a financial burden that would impede a normally viable project.

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CITY OF MINNEAPOLIS

FIR14 New Fire Station No. 19

Project Details:

Project Start Date: TBD
Ongoing Program: Y/N
Submitting Department: Finance & Property Service
Contact Person: Bob Friddle
Level of Need: TBD
Estimated Project Completion Date: TBD
Department Priority: TBD
Contact Phone Number: #3387
Website: TBD

Project Location:

Address: TBD
City Sector: At or near University of Minnesota campus
Affected Neighborhoods: TBD
Affected Wards: 2; with coverage in Wards 1, 3, & 6
Description of Location

Project Description:

This Project will plan, design, and construct a new Fire Station No. 19, on property yet to be identified and acquired, in the U of M TCF Bank Stadium area.

Purpose and Justification:

The current Fire Station No. 19 is located 200 SE Ontario St. The original station, built in 1976, is a single-story brick building with partial basement, with three apparatus bays. The area of the station is approximately 12,590 square feet. The Fire Station serves the East Bank, Marcy Holmes, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains, for a total of 30 occupants.

The location and configuration of the current Fire Station No. 19 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas, have created a demand for private sleeping rooms.

Because of higher demand, due to shifts in property development and street access, the response times for Fire Station No. 19 have increased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands on Fire Station No. 19, a new facility and a better location will improve service and response times to these surrounding neighborhoods.

Long term strategic planning by the University of Minnesota has identified the need to relocate Fire Station 19 from the current location to a site yet to be identified, to allow for more appropriate commercial and/or institutional development at the current site.

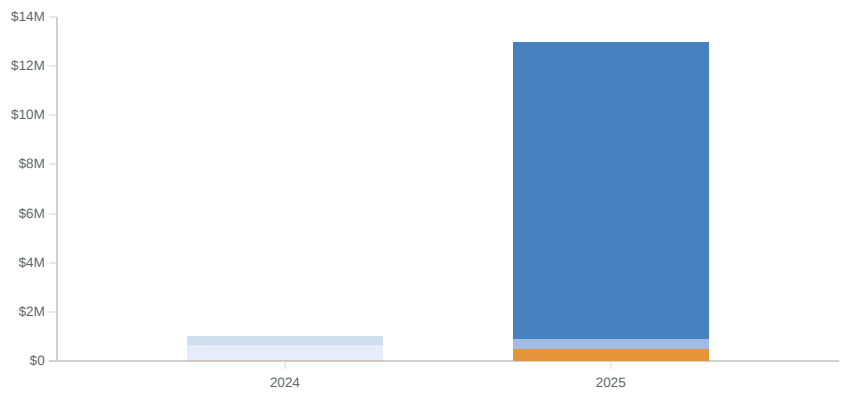
The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

Project Cost Breakdown

FIR14

Updated 3 days ago



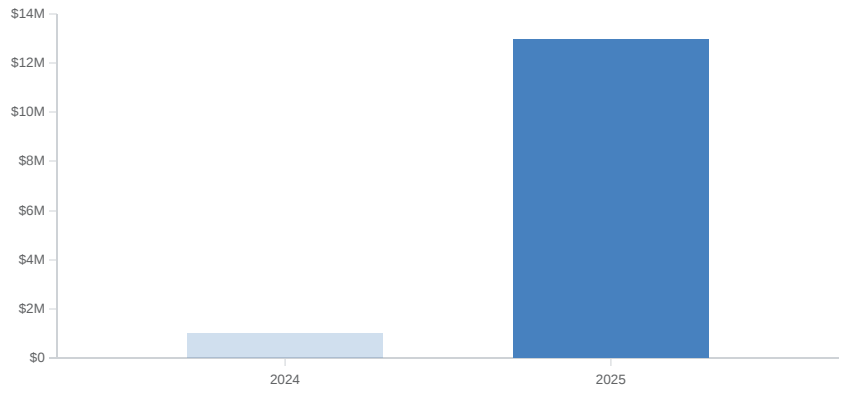
$13,000,000.00

Expenses in 2025

Department Funding Request

FIR14

Updated 3 days ago



$13,000,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
-Grants or other sources of funding have not been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
-Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
-The University of Minnesota Foundation Real Estate Advisors is working with Community Planning and Economic Development (CPED), Property Services and MFD to identify and analyze potential sites for a new fire station.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the City's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
Policy 5.6: Improve the safety and security of residents, workers, and visitors.
5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.
Policy 5.8: Make city government more responsive to the needs of people who use its services.
5.8.1 Ensure equal access to city services and contracts across the protected classes.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
TBD

Economic Development

Will the project contribute to growth in the city's tax base? Yes, relocation will allow for new development, size TBD.

Describe the economic development impact of the project:
Include detail here.

Does the project support redevelopment opportunity that without the project would be infeasible?
The University of Minnesota approached the City specifically with the stated goal of redeveloping the area in and around Fire Station #19.

Transportation

Is the proposed project on an existing or planned transit-way, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
-No information at this time; will be addressed when a site is selected.
Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Include detail here.

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? **Yes**
What is the expected useful life of the project/Improvement? 75 Years
Year that Operating Incr/(Decr) will take effect? TBD
What is the estimated annual operating cost increase or (decrease) for this project? TBD
Any Prior Year Remaining Bond Authorizations?
-Bonds have not been sold for this project.
Prior Year Remaining Bond Authorizations:
-Bonds have not been sold for this project.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
-Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
-Increased costs have been planned for in the City's 5-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
-The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
-Bonds have not been sold for this project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
-A University-owned site will be identified, vetted and acquired by the City within two years. In cooperation with the planned development project at the existing site, a new fire station will be designed and built within the following two years, at which time the existing fire station property will be sold.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
-Cost estimate is not based on an actual design. The City will hire a consultant who has designed several fire stations in recent years and will utilize their market data to update project estimates. Cost may be negotiated as part of a larger development agreement, as has been done recently with Fire Station 1.

The project does not include any cost for acquiring property, as it is assumed that the current property value will match or exceed that of a new site.

Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Minneapolis is safe and livable and has an active and connected way of life. All neighborhoods are safe, healthy, and uniquely inviting. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses. The new location will provide better access to the research and development portion of the campus, and be away from the more congested traffic area.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
-Staff from the Community Planning and Economic Development (CPED) department have been assigned to this project and will assist in the identification of an appropriate site, as well as in the disposition of the current Fire Station No. 19 site for private use.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
City operations are efficient, effective, results-driven, and customer focused. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
-The city's infrastructure is managed and improved for current and future needs. In addition, the building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multi-modal transportation in all parts of the City through thoughtful planning and design.

Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs.
The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

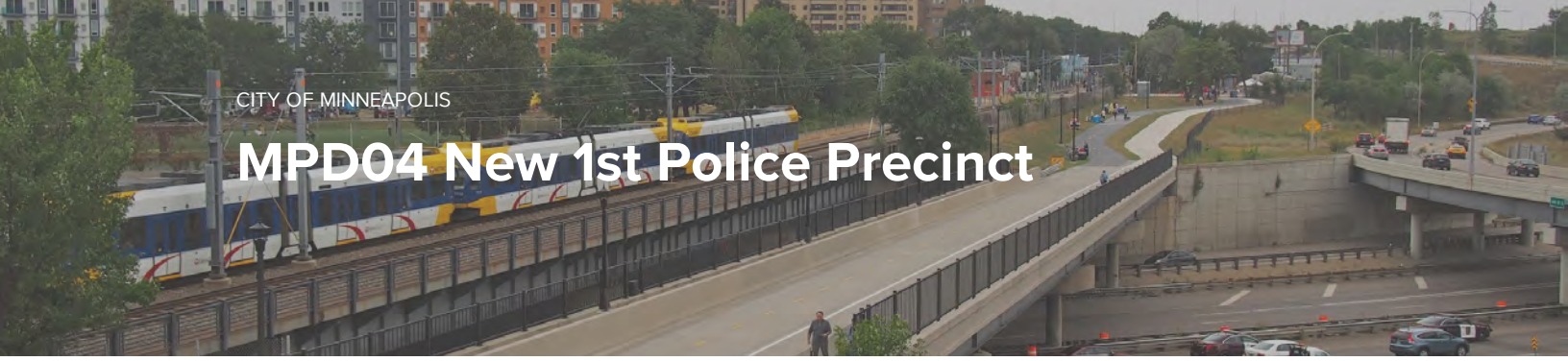
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:TBD

TBD

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CITY OF MINNEAPOLIS

MPD04 New 1st Police Precinct

Project Details:

Project Start Date: TBD
Ongoing Program: Y/N
Submitting Department: Finance & Property Services
Contact Person: Bob Friddle
Level of Need: Significant
Estimated Project Completion Date: TBD
Department Priority: High
Contact Phone Number: Ext. 3387
Website: TBD

Project Location:

Address: TBD
City Sector: Downtown Area
Affected Neighborhoods: North Loop, Warehouse District, East Downtown, Loring Park, Elliot Park, and Cedar Riverside neighborhoods of Minneapolis.
Affected Wards: 3 & 6
Description of Location: TBD

Project Description:

This Project will plan, design, and construct a new Police Precinct No. 1 on property to be identified and acquired in the downtown north area. Accommodations will be required, either through lease or construction, for secure parking spaces.

Purpose and Justification:

The current Precinct Station No. 1 is located 10 N. 4th St. The station, built originally as a fire station in 1902 and converted to a precinct station in 2002, is a two-story brick building including a finished basement. An adjacent building area is leased. The total area of the station is approximately 18,500 square feet. The Precinct Station serves the North Loop, Warehouse District, East Downtown, Loring Park, Elliot Park, and Cedar Riverside neighborhoods of Minneapolis.

The neighborhoods that Precinct No. 1 serves have grown considerably in the past 5 years, as they have grown approximately 47,000 residents and are on track for continued growth.

The configuration of the current Precinct Station No. 1 is no longer adequate to serve today's police department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility. Increases (and changes) in staff size require additional offices and locker space.

The current precinct is not very accessible for both MPD staff and the public, so a more central location that provides better access is desirable, and will also improve response times. The facility should also be flexible to meet future staff and technology needs, as the future will undoubtedly bring many changes to the operation of the building from the way MPD operates now.

The project will meet the current and anticipated future needs of the Minneapolis Police Department in this geographic portion of the City. The new station and parking will be planned to accommodate multiple overlapping shifts of 120 officers or more.

The building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

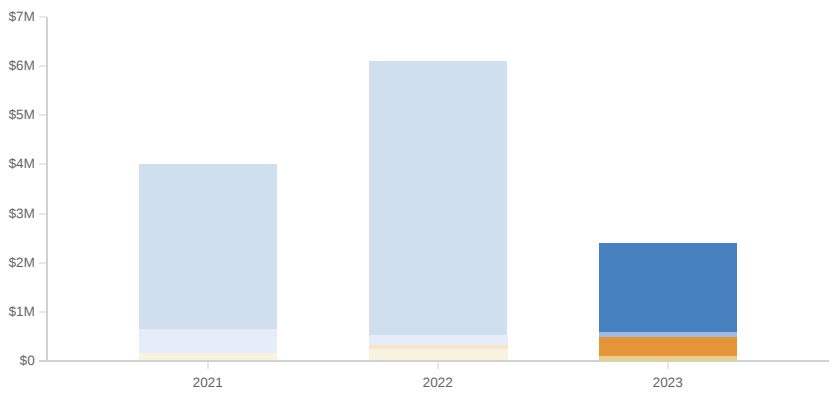
Public Parking and accessibility is desired, as currently metered street parking and public parking structures are not convenient for numerous public meetings that are held there.

Location is yet to be determined. An RFQ is in development for possible use of the City-owned Public Service Center/City of Lakes buildings block as a solution, as part of a mixed-use development.

Project Cost Breakdown

MPD04

Updated 3 days ago



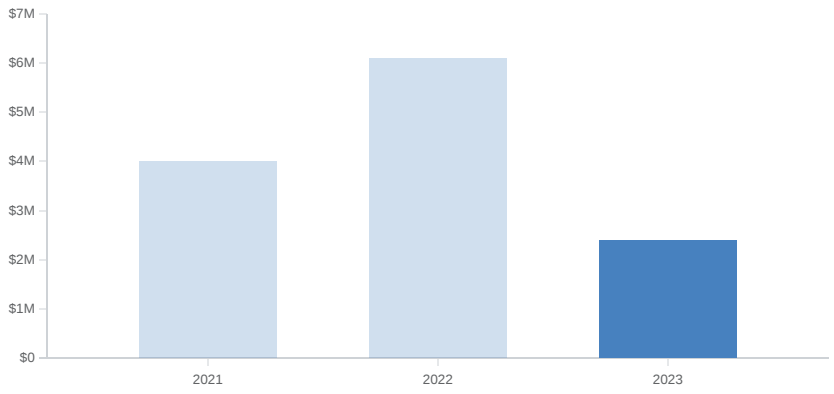
$2,399,999.68

Expenses in 2023

Department Funding Request

MPD04

Updated 2 weeks ago



$2,400,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
NA
Describe status and timing details of secured or applied for grants or other non-City funding sources
Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Property Services is working with Community Planning and Economic Development (CPED), and MPD to identify and analyze potential sites.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the City's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
Policy 5.6: Improve the safety and security of residents, workers, and
visitors.
5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.
5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people
who use its services.
5.8.1 Ensure equal access to city services and contracts across the protected classes.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review will be initiated when a site is selected.

Economic Development

Will the project contribute to growth in the city's tax base?
Yes

Describe the economic development impact of the project:
Staff from the Community Planning and Economic Development (CPED) department will assist in the identification of appropriate re-use opportunities for the historic Precinct Station No. 1 for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?
Yes (scope unknown at this time)

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Location yet to be determined.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Location yet to be determined.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Location yet to be determined; but yes, new location could provide for multiple means of in/egress to enhance safety and response time.

Operating Impacts

Operations & Capital Asset Maintenance: TBD

Is this request for new or existing infrastructure?
New

What is the expected useful life of the project/Improvement? 50-75 years

Year that Operating Incr/(Decr) will take effect?
TBD

Any Prior Year Remaining Bond Authorizations?
Yes

What is the estimated annual operating cost increase or (decrease) for this project?
TBD

Prior Year Remaining Bond Authorizations:
$500,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Newly constructed police stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the officers, staff, and the citizens served. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. Property Services will continue to perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be $20,000 a year higher based on comparative stations.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Bonds have not been sold for this project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
A site will be identified, vetted and acquired (if needed) by the City within two years. In cooperation with the planned development project at the existing site, a new police precinct station will be designed and built within the following two years, at which time the existing precinct station will be ceded to CPED for redevelopment.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

Increased costs have been planned for in the City's 5-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to Police services, and uniquely inviting. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
New Police Station will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations are becoming in-adequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS)strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Police Station will benefit the City residents through improved and equitable access to safety services provided. Transportation is vital to the city’s social, economic and environmental health. The City recognizes the key role of transportation in meeting the City’s sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

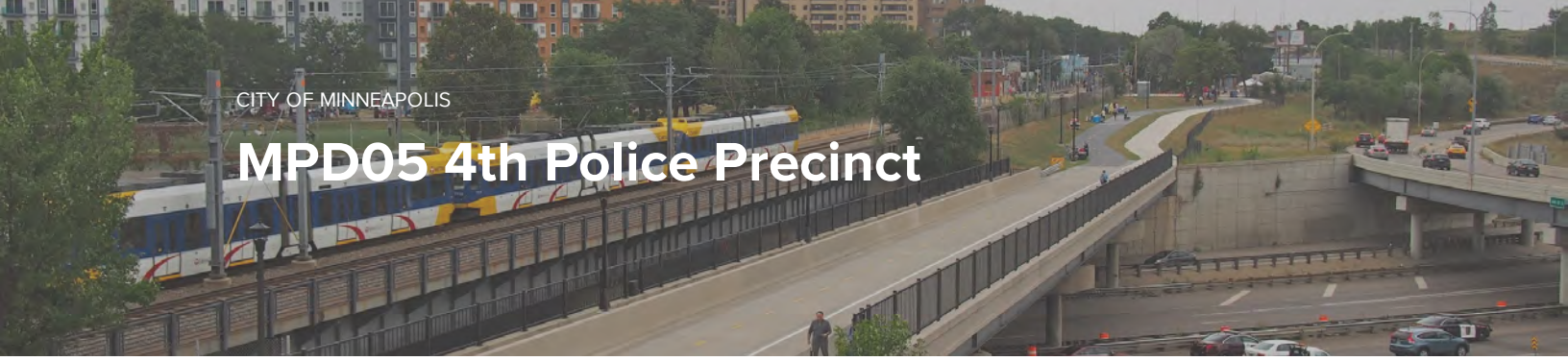
The City Prioritizes positive youth development so that all children can grow healthy and safe.
The new Police Station design would allow for public access to a community space; improved parking options; and multiple in/egress points for rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.
--

Arts and Culture:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
The current location is in the middle of one of the most active service areas, and adjacent streets become gridlocked at bar-closing time, hindering officers' ability to deploy. Additionally, the alley access is often blocked by delivery vehicles for local businesses. Current parking for squads and personal vehicles is unsecure, two blocks away in Ramp B. Officers regularly have to transport weapons, including long guns, on the City streets from the station to their vehicles, sometimes late at night.



CITY OF MINNEAPOLIS

MPD05 4th Police Precinct

Project Details:

Project Start Date: TBD
Ongoing Program: Y/N
Submitting Department: Finance & Property Services
Contact Person: Bob Friddle
Level of Need: Significant
Estimated Project Completion Date: TBD
Department Priority: High
Contact Phone Number: Ext. 3387
Website: NA

Project Location:

Address: TBD
City Sector: North Side Area
Affected Neighborhoods: Lind-Bohanon, Shingle Creek, Humboldt, Victory, Weber–Camden, Camden industrial, Cleveland, Folwell, McKinley, Jordan, Hawthorne, Near-North, Willard-Hay, Harrison, Bryn-Mahr, and Sumner - Glenwood
Affected Wards: 4, 5 & 7
Description of Location: TBD

Project Description:

This Project will plan, design, and construct a new Police Precinct No. 4 on property to be identified and acquired in the northwest area of the City that it serves. Accommodations will be required, either through lease or construction, for secure parking spaces.

Purpose and Justification:

The current Precinct Station No. 4 is located at 1925 Plymouth Avenue North. The station, built originally in 1988 is a two-story stucco building including a finished basement. The total area of the station is approximately 28,540 square feet. The Precinct Station serves the northwest neighborhoods of Minneapolis.

The neighborhoods that Precinct No. 4 serves have grown considerably in the past 5 years, and are on track for continued growth.

The configuration of the current Precinct Station No. 4 is no longer adequate to serve today's police department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility.

There are currently 129 staff at the Fourth Precinct. Additional currently unmet needs include:

- Separate space so that Crime Prevention Specialists and Navigators have separate space from investigations
- Smaller meeting space near front entrance for smaller meetings, or drop in meeting needs if a community member does not want to meet in an interview room.
- Mother's Room should be located near the locker room, more private space is needed.

Technology - A camera or digital room for viewing community safety camera footage.
Roll Call Room – Larger space to accommodate additional staff, in addition to enough room for shift meetings/training.
Handicap Accessibility –
Inside the precinct, it is not handicapped accessible as there are three floors without ramps or an elevator.
Outside of the precinct, because of the high concrete bike lane in front of the precinct entrance, the elderly and those with mobility issues have a difficult time reaching the precinct's public entrance as they have to cross a busy street from the lot across the street

Locker Rooms – Enough lockers to accommodate a growing number of staff. Lockers that are large enough to fit equipment including electrical for charging city required equipment

Cot Room – Expand so there are multiple beds, perhaps two separate rooms so that staff would not have quite so many people sleeping in the same space.

Community Room – large enough to accommodate the needs of the community.

The current precinct is not very accessible for both MPD staff and the public, so a more central location that provides better access is desirable, and will also improve response times. The facility should also be flexible to meet future staff and technology needs, as the future will undoubtedly bring many changes to the operation of the building from the way MPD operates now.

This project will meet the current and anticipated future needs of the Minneapolis Police Department in this geographic portion of the City. The new station and parking will be planned to accommodate multiple overlapping shifts of 129 officers plus future growth.

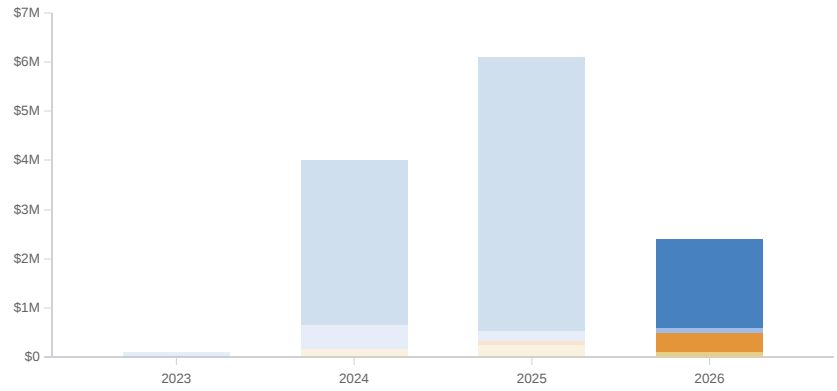
The building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

Location is yet to be determined, but would ideally be more central to the area served.

Project Cost Breakdown

MPD05

Updated 2 weeks ago



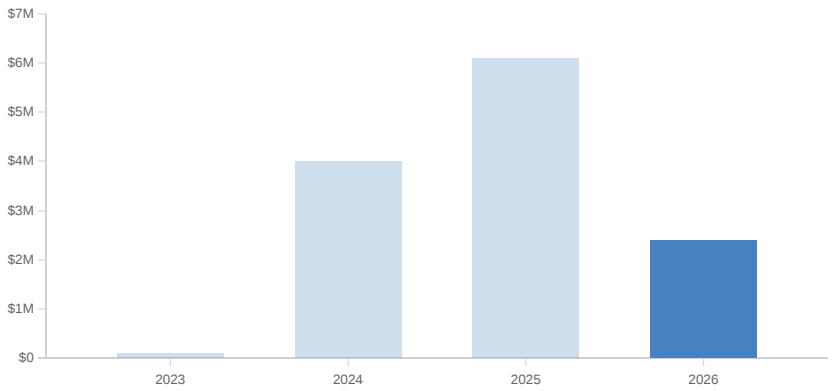
$2,399,999.68

Expenses in 2026

Department Funding Request

MPD05

Updated 2 weeks ago



$2,400,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
NA
Describe status and timing details of secured or applied for grants or other non-City funding sources
Grants or other sources of funding have not been applied for at this time.
Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Property Services will work with Community Planning and Economic Development (CPED), and MPD to identify and analyze potential sites.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the City's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.
Policy 5.6: Improve the safety and security of residents, workers, and
visitors.
5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.
5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people
who use its services.
5.8.1 Ensure equal access to city services and contracts across the protected classes.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review will be initiated when a site is selected.

Economic Development

Will the project contribute to growth in the city's tax base?
No

Describe the economic development impact of the project:
Staff from the Community Planning and Economic Development (CPED) department will assist in the identification of appropriate development opportunities for the existing Precinct Station No. 4 site for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?
Yes (scope unknown at this time)

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Location yet to be determined.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Location yet to be determined.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Location yet to be determined; but yes, new location could provide for multiple means of in/egress to enhance safety and response time.

Operating Impacts

Operations & Capital Asset Maintenance: TBD

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 50-75 years

Year that Operating Incr/(Decr) will take effect? TBD

Any Prior Year Remaining Bond Authorizations? No

What is the estimated annual operating cost increase or (decrease) for this project?
TBD- likely increase.

Prior Year Remaining Bond Authorizations: TBD

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Newly constructed police stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the officers, staff, and the citizens served. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. Property Services will continue to perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be $20,000 a year higher based on comparative stations.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Bonds have not been sold for this project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
A site will be identified, vetted and acquired (if needed) by the City within two-three years. In cooperation with the planned development project at the existing site, a new police precinct station will be designed and built within the following two years, at which time the existing precinct station will be ceded to CPED for redevelopment.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

Increased costs have been planned for in the City's 5-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to Police services, and uniquely inviting. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
New Police Station will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations are becoming in-adequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS)strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Police Station will benefit the City residents through improved and equitable access to safety services provided. Transportation is vital to the city’s social, economic and environmental health. The City recognizes the key role of transportation in meeting the City’s sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

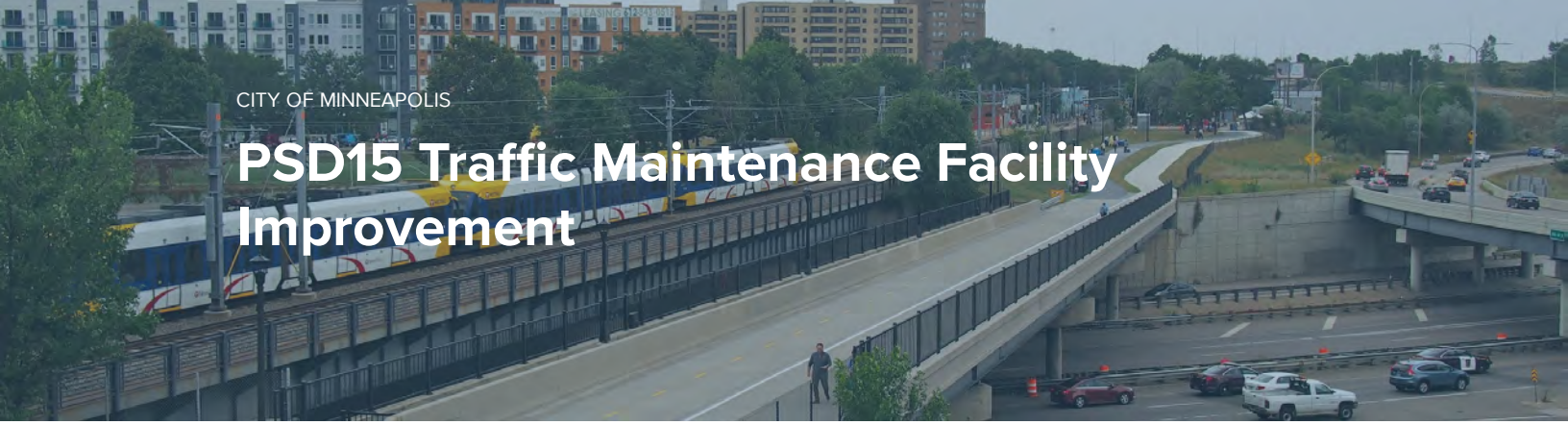
The City Prioritizes positive youth development so that all children can grow healthy and safe.
The new Police Station design would allow for public access to a community space; improved parking options; and multiple in/egress points for rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.
--

Arts and Culture:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:



CITY OF MINNEAPOLIS

PSD15 Traffic Maintenance Facility Improvement

Project Details:

Project Start Date: TBD 2021
Ongoing Program: Y/N
Submitting Department: Finance & Property Services
Contact Person: Chris Backes
Level of Need: Desirable
Estimated Project Completion Date: 7/31/2023
Department Priority: Moderate
Contact Phone Number: x3774
Website: N/A

Project Location:

Address: 300 Border Ave
City Sector:Downtown
Affected Neighborhoods: North Loop
Affected Wards: Ward 5
East of the Minneapolis Farmers Market, along Border Avenue

Project Description:

The scope of the project is a phased renovation envisioned to replace the heating, ventilation, air conditioning (HVAC), ceilings and lighting, electrical distribution, life-safety systems, roofing, code and ADA deficiencies for the building. Phase 1 of the project was completed in 2015.

Purpose and Justification:

The Traffic Maintenance facility is home to the Public Works Traffic Management and Maintenance staff, who are responsible for the daily maintenance of street and signal lighting, traffic markings and signage, and overall traffic management strategies. The facility houses the multi-million dollar traffic management system.

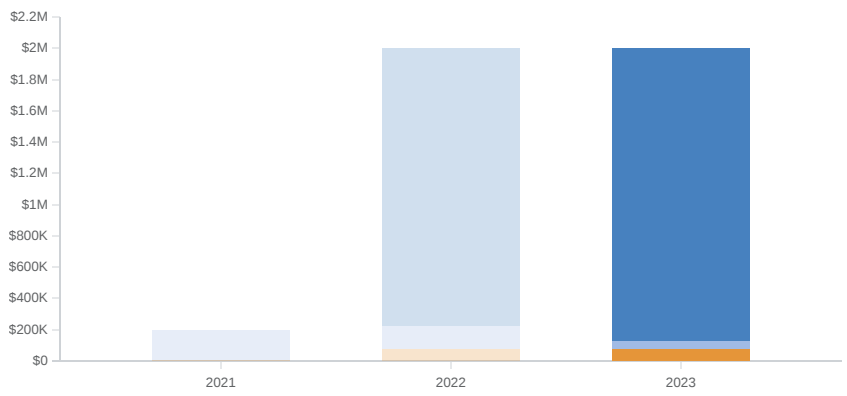
The Traffic Maintenance facility is approximately 63,700 square feet on two levels. Of the total square footage approximately 20,000 is for vehicular storage, 22,000 is shop/repair, 11,000 is parts storage/inventory and the remainder is office and meeting space. The Traffic Maintenance facility was built in two phases, the original in 1961 and the North addition in 1970.

The majority of the building systems are original to the construction of the building and have far exceeded their intended life. The systems are not energy efficient and are basically obsolete, as repair and replacement parts are difficult to acquire.

Project Cost Breakdown

PSD15

Updated 2 weeks ago



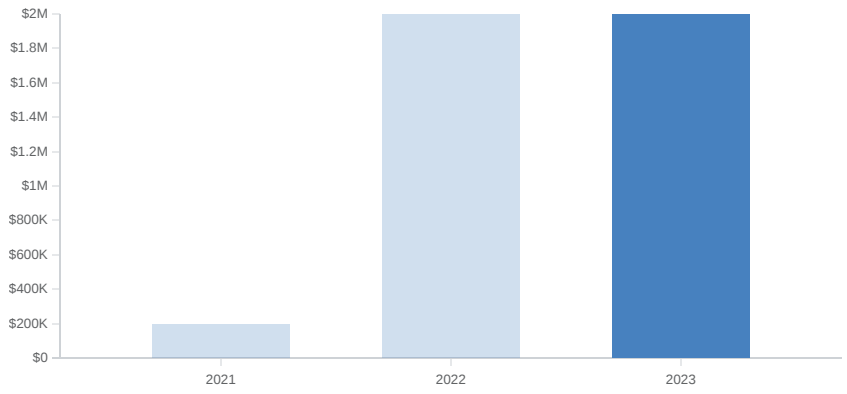
$2,000,000.08

Expenses in 2023

Department Funding Request

PSD15

Updated 2 weeks ago



$2,000,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
Grants or other non-City funding has not been secured for this project. This project will qualify for rebates from Xcel and Centerpoint Energy.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Phase II of this Project has not yet gone through a Location and Design Review process.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
N/A

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 30 years

Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? See below.

Any Prior Year Remaining Bond Authorizations? None
Prior Year Remaining Bond Authorizations: None

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a renovated facility should be at least 25-30 years with a small incremental capital investment starting at approximately the 10th year of operations.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
No current funding

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Phase I was completed in early 2015. Phase II design and construction is proposed for 2022 with final completion planned for spring of 2023.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Project is scalable but is planned to be completed in one final phase.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to safety services as necessary. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Project will support housing and neighborhoods throughout the City that require services provided. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
he City's Infrastructure is managed and improved for current and future needs. City operations are efficient, effective, results-driven, and customer-focused. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction (remodel) will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Through thoughtful design and construction, positive and safe service, which are the current goal, will be enhanced. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs.
The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Phase 1 investment could not wait due to major systems failure.

Investment in this facility was deferred for more than a decade due to the potential for other large scale sports facilities being studied (Target Field and Metrodome replacement). With the redevelopment potential in this area this location and site may not be the long term home for this City operation. If it is determined that the facility will remain at its current location, the final phase of the Project will be contingent upon the future land use of the neighboring properties. Cost Estimates may also increase for Phase 2 due to escalation and in order to include exterior and site improvements that will compatible with new Development.

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CITY OF MINNEAPOLIS

PSD16 Farmers Market Improvements

Project Details:

Project Start Date: 2013
Ongoing Program: Y/N
Submitting Department: Finance and Property Services
Contact Person: Bob Friddle
Level of Need: Desirable
Estimated Project Completion Date: 2023
Department Priority: NA
Contact Phone Number: x 3387
Website: NA

Project Location:

Address: 300 Lakeside Avenue
City Sector: Downtown
Affected Neighborhoods: North Loop
Affected Wards: Ward 5
Minneapolis Farmers Market

Project Description:

The project is to make capital improvements to the market site to improve flow, function and safe operation of the site, address ADA deficiencies, and increase the number of vendor stalls available to promote Homegrown Minneapolis participation. The project also envisions expanding the market to provide for a year round indoor market and to connect the market to future redevelopment of the neighborhood and to the new light rail station on Royalston Avenue.

Purpose and Justification:

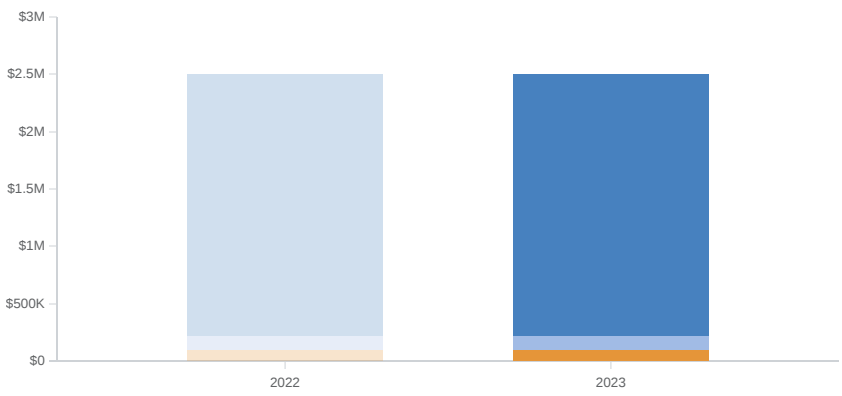
The Minneapolis Farmer's Market is an important local and regional asset. The Market is nationally recognized and is often rated amongst the top ten markets in the country. The market, with the exception of replacing the shed roofs and painting, has remained in its basic form for its 75 years of existence. The current structure was constructed for a wholesale activity versus the retail format that exists today.

With the likely redevelopment of the neighborhood, updating and expanding the market will need to be part of that overall redevelopment plan in order to be designed and implemented in a proactive vs reactive manner.

Project Cost Breakdown

PSD16

Updated 2 weeks ago



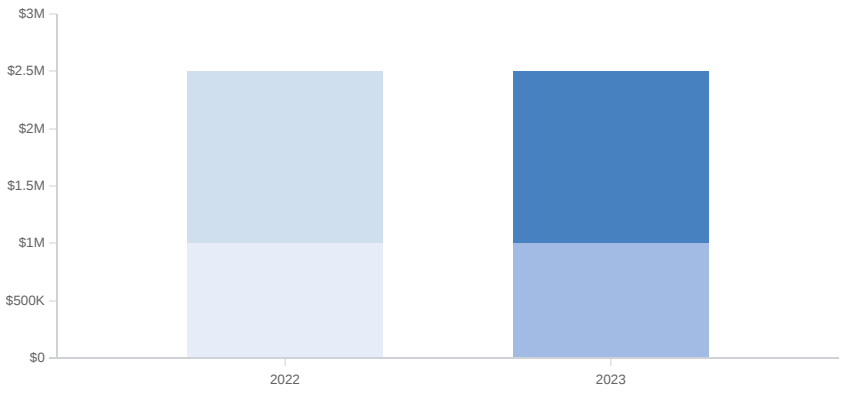
$2,499,999.84

Expenses in 2023

Department Funding Request

PSD16

Updated 2 weeks ago



$2,500,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
None secured yet.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Grant or other non-City funding has not been secured for this project. Several grants and private sources of revenue have supported the operation of the market but not capital improvements. The Central Minnesota Vegetable Growers Association and other key partners will need to develop a financing and sustainable business plan in order for this project to proceed. Some amount of public investment may still be required.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Central Minnesota Vegetable Growers Association (Business Process Improvement) (design review and input)
Homegrown Minneapolis (locally grown and processed foods)
Hennepin County (Electronic Benefits Transfer program)

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.
5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
Policy 5.7: Protect and improve individual, community, and environmental health.
5.7.1 Support the health of individuals through direct services, initiatives, research, and advocacy.
5.7.3 Promote nutrition using strategies to ensure access to healthy foods for all residents.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of

new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
This project has not yet been submitted for a Location and Design Review process.

Economic Development

Will the project contribute to growth in the city's tax base?
No

Describe the economic development impact of the project:
This project is viewed to be completed in partnership with redevelopment in this portion of the City. Timing of the redevelopment will likely be in parallel with the Southwest Light Rail construction and the Royalston Station.

Does the project support redevelopment opportunity that without the project would be infeasible?
No, but this project supports and enhances redevelopment.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the indoor market is envisioned to be directly across from the Royalston Station.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, enhanced sidewalks and ADA access improvements along Border Avenue (as part of the Southwest Light Rail Project).

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
TBD

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 25 years

Year that Operating Incr/(Decr) will take effect? TBD

What is the estimated annual operating cost increase or (decrease) for this project? TBD

Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
It is anticipated that any increase in operating costs will be funded through rental fees paid by the growers.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
The intent of this project is to develop partnerships that will provide up-front financing that will reduce the burden of debt and operating costs. Vendors will lease spaces and pay rents to offset the new operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 25 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Current efforts are focused on bringing in upgraded electric, water, sewer and data infrastructure to the existing open air market to provide for immediate regulatory requirements and to provide for the utility needs for the future restroom and multipurpose facility on that block. Funding for future scope of work (including the indoor market) has not been requested at this time in order to be able to form partnerships and plans for the future.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Completion of this project was originally envisioned for 2019 with the opening of the Royalston station and the Southwest Light Rail line. With project delays, staff will concentrate on current needs while redevelopment plans for the area come forward for consideration.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Funding and project delivery is somewhat flexible at this time but is preferred for 2021 while right-of way improvements are being constructed. Long term funding commitment from the City is critical to get private partnerships to fund the balance of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to fresh and
nutritious foods. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
The Farmers Market supports equitable access to safe, fresh and nutritious foods, which in turn support equitable housing options. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current operations are inadequate to provide services to a successful and growing market for fresh foods. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. The Farmers Market is a perfect example of the City's goal towards environmental justice. Bringing nutritious foods directly to the neighborhoods that may not have access to such produce is a practice of sustainability.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction of a new restrooms, upgraded electrical service, and ADA compliant curb cuts will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Improving facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.

The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

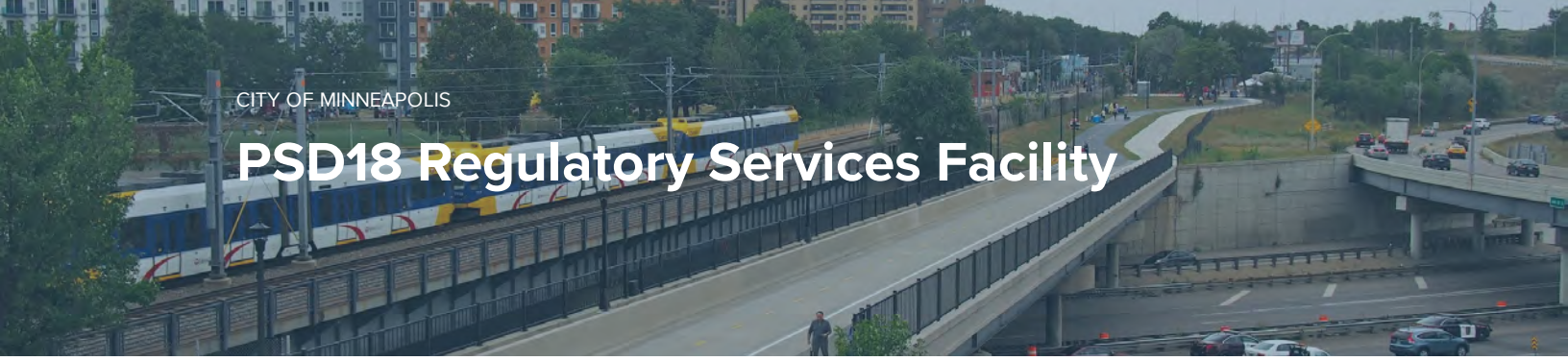
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is strong. Also, with the Southwest light rail transit line and transit station),to be located in the area, access to a larger population within the City and region is envisioned. The redevelopment envisioned for the properties adjacent to the market will make the economic potential for an extended (or year round) market more viable.

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CITY OF MINNEAPOLIS

PSD18 Regulatory Services Facility

Project Details:

Project Start Date: 7/1/2020
Ongoing Program: Y/N
Submitting Department: Finance & Property Services
Contact Person: Bob Friddle
Level of Need: Desirable
Estimated Project Completion Date: 2022
Department Priority: TBD
Contact Phone Number: x 3387
Website: NA

Project Location:

Address: TBD
City Sector: All
Affected Neighborhoods: TBD
Affected Wards: All
Location yet to be determined

Project Description:

Acquire a suitable property and to design and construct a facility to meet the operational needs of the Housing and Fire Inspections divisions of Regulatory Services.

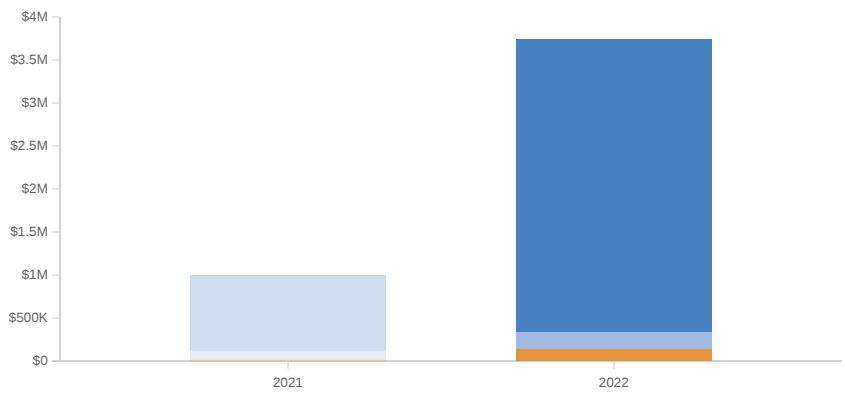
Purpose and Justification:

Housing Inspections are primarily neighborhood based services with a sizable city owned fleet. These operations are currently housed on a temporary basis in a leased space at 1499 West River Road. Due to the lack of secured parking for the 55 City fleet vehicles, three separate locations are used for staff and fleet parking. Regulatory Services desires a location that can accommodated projected growth of electric vehicles.

Project Cost Breakdown

PSD18

Updated 2 weeks ago



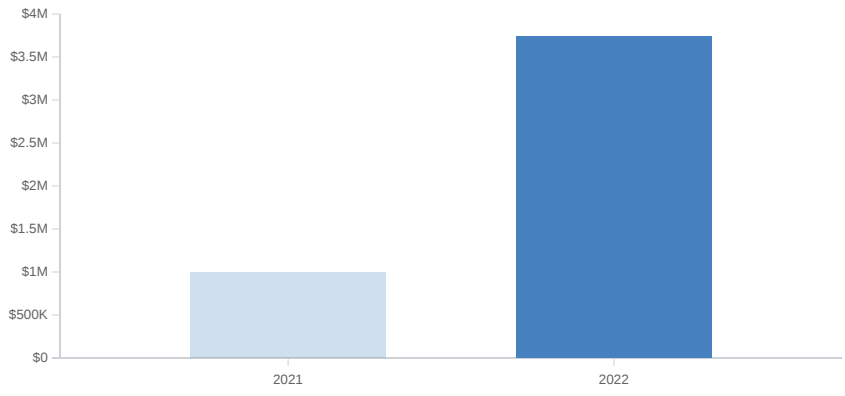
$3,749,999.76

Expenses in 2022

Department Funding Request

PSD18

Updated 2 weeks ago



$3,750,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No grants or other non-City funding has been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
There are no other apparent partners at this time.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
This project has not been submitted for Location and Design review. Will submit once a potential site is located.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
NA

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
TBD

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 75 Years
Year that Operating Incr/(Decr) will take effect? TBD
What is the estimated annual operating cost increase or (decrease) for this project? Decrease of $165,000 per year in rented space
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
New operating costs will be offset by the reduction in current operation costs (leasing) at the new location.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
NA

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Planned acquisition of property in 2021, Design and Construction in 2022, planned to be coincidental with expiration of current lease. Current least term thru August 30, 2022.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Funding is flexible at this time. If a suitable site is located, or a development partner is found, funding request may need to be either accelerated or delayed appropriately.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to Regulatory Services as necessary. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Project will support housing and neighborhoods throughout the City that require services provided. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City's Infrastructure is managed and improved for current and future needs. City operations are efficient, effective, results-driven, and customer-focused. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction (remodel) will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Through thoughtful design and construction positive healthy and safe service, which are the current goal, will be enhanced. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs.
The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

TBD

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CITY OF MINNEAPOLIS

PSD19 Impound Lot Facility

Project Details:

Project Start Date: 2016
Ongoing Program: Y/N
Submitting Department: Finance and Property Services
Contact Person: Bob Friddle
Level of Need: Significant
Estimated Project Completion Date: Fall 2021
Department Priority: High
Contact Phone Number: x 3387
Website: NA

Project Locations:

Address: 51 Colfax Ave N
City Sector: Downtown
Affected Neighborhoods: Bryn Mawr
Affected Wards: 7
Impound Lot

Project Description:

This project will design and construct a new Impound Lot Facility, providing for the relocation of vehicles and re-configuring the site, as well as security improvements needed to consolidate operations primarily east of Van White Boulevard.

Purpose and Justification:

The existing building (built in 1986) does not meet current needs for staff support, security and customer waiting and service. The building is not to current code and does not meet ADA requirements.

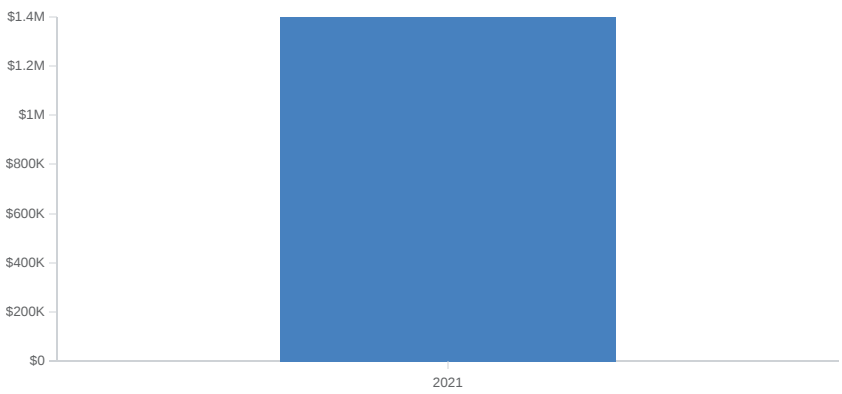
This project will dramatically improve how customer service is provided, result in a significantly improved environment for customers and staff, and increase the efficiency of the processes needed to legally retain impounded vehicles, improve safety and vehicular flow (public, staff and tow truck), and pedestrian access from the Southwest Light Rail Train station. With an efficient design and optimization of processes, vehicles can be received and released more quickly and safely. The work areas will be made more efficient. A large waiting area will be designed to operate as a conference and training room when not needed for customers. Barrier-free ADA accessibility will be addressed in the new construction.

This project will be designed to meet the current LEED Silver (non-certified) sustainable design guidelines. The result will be a facility that is sustainable, safe, energy efficient and environmentally friendly.

Project Cost Breakdown

PSD19

Updated 2 weeks ago



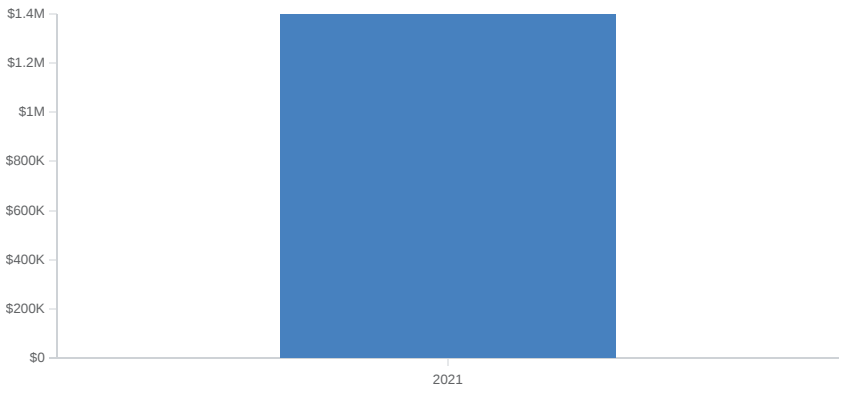
$1,400,000.00

Revenues in 2021

Department Funding Request

PSD19

Updated 2 weeks ago



$1,400,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
Grant and other non-City funding have not been applied for at this time

Describe status and timing details of secured or applied for grants or other non-City funding sources:
NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Minnesota Department of Transportation and the State Patrol. The Impound Lot stores vehicles for the Minnesota State Patrol and checks vehicles for violations with MnDOT. As part of this partnership, MnDOT is allowing the City to lease land under Interstate 394 for vehicles being held for evidence commonly referred to as "the Police Holds".
This long-term lease, along with the Impound area improvements, allows the Impound Facility to reduce its footprint, which will allow CPED to work with developers to commercially develop areas to the west of Van White Memorial Blvd.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was approved on May 26, 2016.

Planning Commission Spring 2019?

Economic Development

Will the project contribute to growth in the city's tax base?
Yes

Describe the economic development impact of the project:
Allows for potential commercial development of Impound Lot land west of Van White Blvd.

Does the project support redevelopment opportunity that without the project would be infeasible?
Yes, allows for potential commercial development of Impound Lot land west of Van White Blvd.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Proximity of the new entrance to the future Southwest Light Rail station will improve public access.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalk access is provided.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
NA

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75 years

Year that Operating Incr/(Decr) will take effect? Fall 2021

What is the estimated annual operating cost increase or (decrease) for this project? $10,000 Increase

Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $10,100,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
New buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved. The end result is there will not be significant operational cost savings with the energy systems.

The existing building will be replaced with a new building that is of increased size, therefore there will be a small increase in operating costs estimated to be $10,000 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Any increased costs can be absorbed within the current operating budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Bidding is completed and construction planned for 2020-21.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Current schedule would have all work completed by summer/fall of 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Funding (bond principal and interest) has been planned for in the 5-year financial plan for the Parking System.

investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
New facility will allow for safe delivery and retrieval of vehicles in a modern facility that is designed to accommodate service during sometimes stressful events. Functional and practical design with safety is a priority. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities. Although this project does not directly impact housing, the project strategies incorporated will be designed to support safe and accessible access.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
City operates an impound Lot that will be more efficient, effective, customer focused and better meet the needs of the operation. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Projects are designed with sustainability as a focus. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City's infrastructure is managed and improved for current and future needs and also a better neighbor than the existing facility. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The new Impound Lot design will allow for public access to an improved site with improved parking options; and an egress modification that will enhance vehicle retrieval. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity, and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The City Council and Mayor have approved this project through the regular council committee process in 2015.

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CITY OF MINNEAPOLIS

PSD20 City Hall and New Public Services Building

Project Details:

Project Start Date: June 1, 2018
Ongoing Program: Y
Submitting Department: Other
Contact Person: Greg Goeke
Level of Need: Significant
Estimated Project Completion Date: March 2024
Department Priority: High
Contact Phone Number: 612-673-2706
Website: --

Project Location:

Address: 350 S. 5th St & 501 4th Ave S.
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7

Project Description:

This project will include renovation of the City offices located in City Hall to accommodate departments that will be moving into City Hall from leased and owned buildings dispersed across downtown and construction of a New Public Services Building. The new 382,000 square foot building to will have a new public service area, conference center for employees and residents and serve as a workspace for 1,300 employees.

Purpose and Justification:

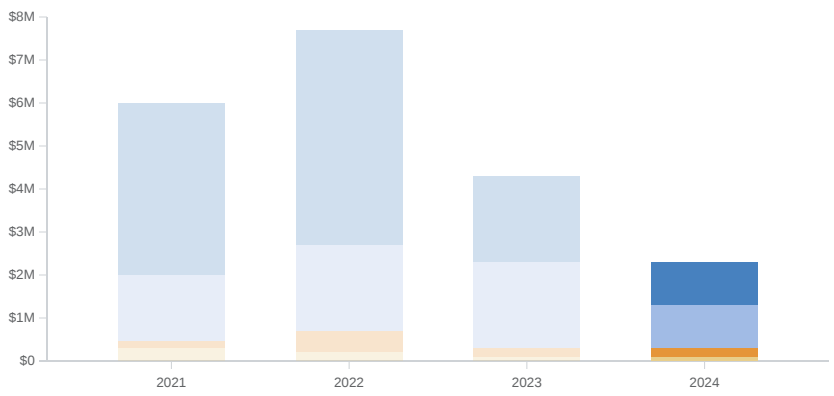
The purpose is to strategically co-locate City employees in order to offer the highest quality of service to the public, reduce the overall City real estate footprint, and provide effective space for the diverse needs of employees. City Hall has served residents and businesses for over 100 years and needs to be updated to function well for the next century. City-owned buildings (City of Lakes and Public Service Center) were built in the 1950s and do not meet basic functionality or density requirements for a downtown workspace. Leased office space is scattered around downtown. Businesses and residents looking for City services must visit several locations to meet with staff from various departments. This is neither a welcoming or efficient environment. The new public service building will have a conference center on the first floor open to City Hall employees and residents. It will also house a service area on the second floor immediately accessible by transit and served by several parking options within one block. Work spaces will be open and flexible for the changing needs of the City.

City Hall renovations are also needed to accommodate departments and parts of departments moving from leased/owned buildings downtown into City Hall. The largest of groups of employees moving into City Hall are Human Resources, Assessor's Office, and Neighborhood and Community Relations. Space in City Hall will be renovated to similar standards of the more collaborative design of the New Public Services Building. Parts of departments currently within City Hall will be relocated to other parts of City Hall to enhance strategic adjacencies. For example, payroll is expected to move closer to Human Resources and the Coordinator's Office will have a more cohesive space to better serve the enterprise.

Project Cost Breakdown

PSD20

Updated 2 weeks ago



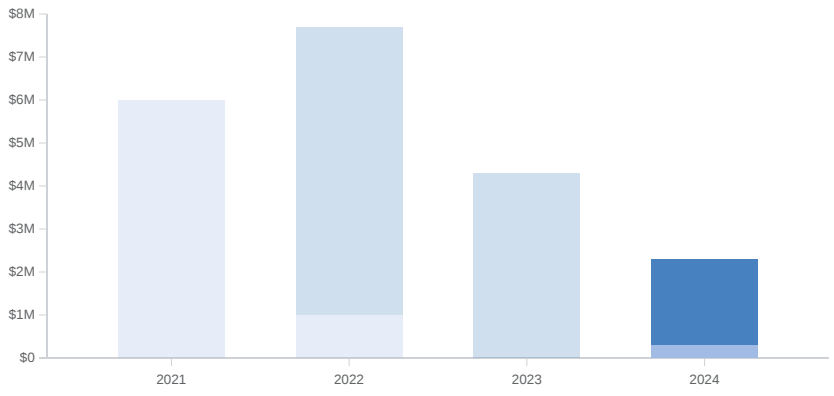
$2,300,000.00

Expenses in 2024

Department Funding Request

PSD20

Updated 2 weeks ago



$2,300,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
--

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
No new outside project partners. The City and County collaborate on a number of initiatives such as the Youth Coordinating Board, Juvenile Supervision Center and the Municipal Building Commission. These collaborations will be enhanced by new and renovated facilities.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. --1. Urban Design Policy 10.1: Promote building designs and heights that enhance and complement the image and form of the Downtown skyline, provide transition to the edges of Downtown and protect the scale and quality in areas of distinctive physical or historical character. 2. Urban Design Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
The planning commission approved the new public services building on October 1, 2018.

Economic Development

Will the project contribute to growth in the city's tax base?
The City will be selling two buildings, the old Public Service Center and the City of Lakes buildings. The redevelopment of these parcels are expected to result in more than $200,000,000 of new market value to the City

Describe the economic development impact of the project:
--See project alignment with City goals above.

Does the project support redevelopment opportunity that without the project would be infeasible?
--The City buildings that will no longer be utilized and are to be sold are a much lower density than the buildings that are expected to be built in their place. In addition to increased tax revenues, the redevelopment of the City buildings will better utilize downtown infrastructure.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
--See response to the Council goals above.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
--The sidewalk on the 4th Avenue side of the building will be widened and will include a drop off zone for improved accessibility for people with disabilities . The bicycle storage inside the building for employees will have a capacity of 200 to serve both employees in the new building as well as City employees in City Hall.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
--

Operating Impacts

Operations & Capital Asset Maintenance: --
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 60+ years

Year that Operating Incr/(Decr) will take effect? 2021

What is the estimated annual operating cost increase or (decrease) for this project? --

Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
--The operating cost decreases have been calculated by property services staff. The project budget includes PV/solar power and a high-performance facade to reduce operating costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
--The operating costs of the new building will be less than leasing and operating costs of the existing City workplaces in the public and private buildings.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
--The new public service building is expected to open in the winter of 2020. The City Hall renovations will start construction in late 2020 and be completed within three to four years depending upon the ability of the MBC to complete its portion of the life/safety improvements for some of the space to be renovated.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
--The New Public Service Building project is in the process of enclosure with pre-fabricated exterior panels. Interior construction is also under way. The City Hall renovations are in the schematic design stage, concurrent with MBC's Life Safety 18 and 19 projects.
The first phase will relocate HR and the Assessor from the PSC and COL buildings to free them up for development.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
--The new public service building is expected to open in the winter of 2020. The City Hall renovations will start construction in late 2020 and be completed within three to four years, depending upon the ability of the MBC to complete its portion of the life/safety improvements for some of the space to be renovated.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
-- None; this work is needed to free up the PSC/COL block for development.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
--

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
This new building and the reorganization of City Hall will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Located immediately adjacent to the Blue and Green line, the new facility will be accessible to all and will support ridership of mass transit as residents and visitors come to the building. The building will have welcoming ground floor entrances, a bike storage facility on the underground and ground floors, and a conference center on the first floor open to community groups.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
This building will house police investigations, the Juvenile Supervision Center, and a new crime lab. The facilities will enable MPD to better serve the public through improved accessibility and technology

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
The City's Community Planning and Economic Development department will be located in this building, making the staff more accessible to residents and elected officials.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
The small business team within CPED will be housed in this building, able to bring staff from a variety of departments and divisions quickly together to serve small business needs.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
-This building will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
--The City's health department will be located in the building.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
--The budget includes $2 million for public art projects in the public spaces of all floors of the building.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

--

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CITY OF MINNEAPOLIS

PSD21 Hiawatha Training and Recruitment Center

Project Details:

Project Start Date: 12/10/19
Ongoing Program: Yes
Submitting Department: Property Services
Contact Person: Bob Friddle
Level of Need: High
Estimated Project Completion Date: May 2022
Department Priority: High
Contact Phone Number: 612-673-3387
Website:

Project Location:

Address: 1860 28th St E and 2717 Longfellow Ave.
City Sector: Southeast
Affected Neighborhoods: Phillips, Seward
Affected Wards: 9
Southwest corner of Hiawatha Maintenance Facility Campus

Project Description:

Add description here.

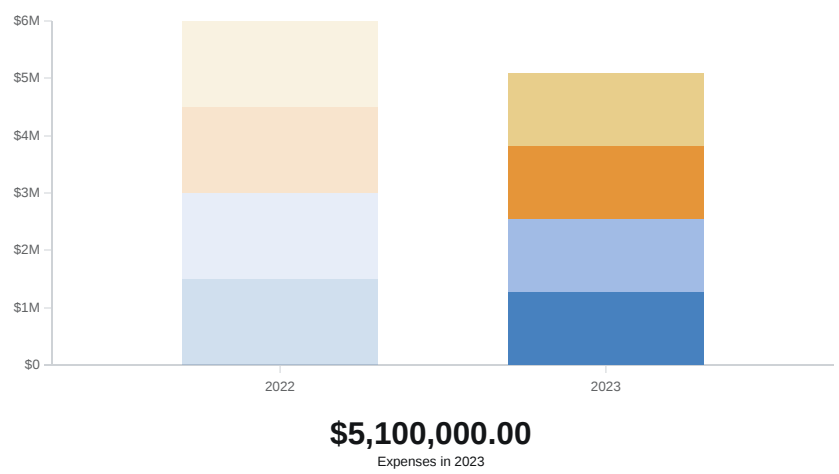
Purpose and Justification:

In December 2019, the Hiawatha Maintenance Facility Campus expansion Master Plan was approved by Council, with Staff Direction to include a new Training and Recruitment Center. The new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services. This new center will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators. Classrooms, pre-function and lobby space will be made available for a variety community uses such as voter education,

Project Cost Breakdown

PSD21

Updated 3 days ago



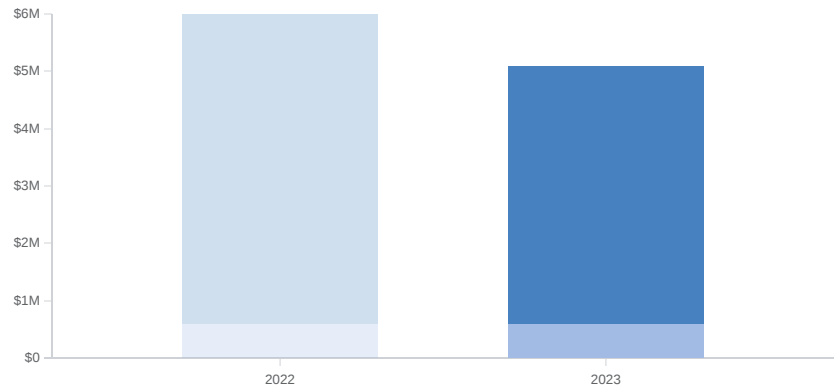
$5,100,000.00

Expenses in 2023

Department Funding Request

PSD21

Updated 3 days ago



$5,100,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
A State funding request has been submitted.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services. An RFQ is being developed to solicit local neighborhood organizations that can help manage the community use and retail functions.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Update here.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project: The new Training and Recruitment Center's proximity to neighborhoods with low income and high joblessness will contribute to a higher level of workforce training and employment with good, high paying and sustainable Public Works, Parks and public housing maintenance jobs.

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This project will be adjacent to the Hiawatha LRT and Greenway. Pedestrian and bicycle safety will be enhanced through design.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Existing pedestrian and bicycle paths will be supported and improved. Bicycle and shower facilities will be provided for City employees.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? TBD based on design.

Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: NA

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc: NA

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Operating costs will be paid through cooperative agreements between local Labor Unions, Public Works and local neighborhood organizations, yet to be negotiated.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Design is beginning, construction would hopefully start in spring 2021 and be completed in summer of 2022.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Project could be delayed at the expense of delayed training and recruitment to Public Works and the community.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Insert detail here.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Insert detail here.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
The local availability of training and recruitment will lead to more City residents finding good jobs here, which will have a ripple effect through this depressed area of the community.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The facility will be built and certified to LEED Gold standards, and will be designed to accommodate solar collectors on the roof.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Insert detail here.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Insert detail here.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The public arts grant for the WTR18 project may be used at this site as well.

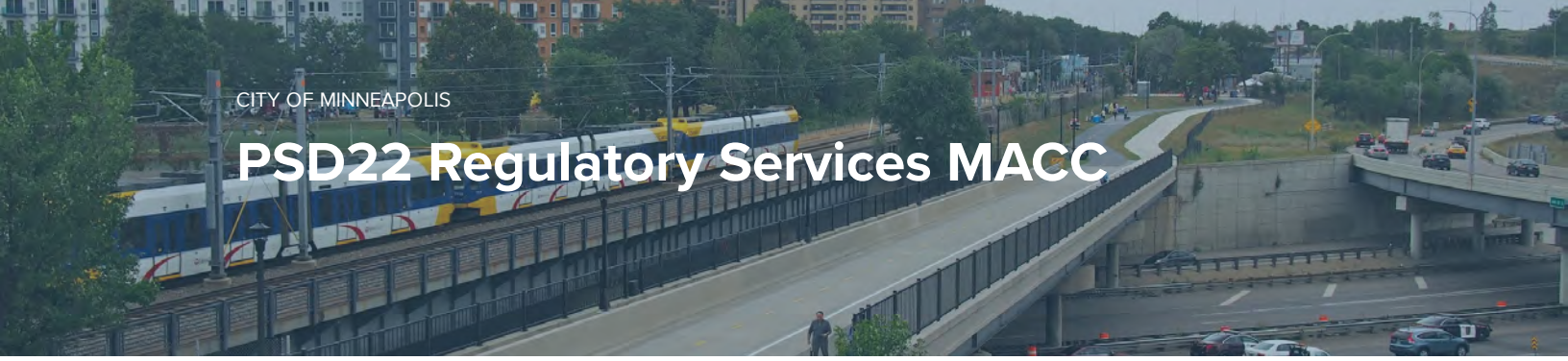
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PSD22 Regulatory Services MACC

Project Details:

Project Start Date: TBD
Ongoing Program: No
Submitting Department: Property Services, Regulatory Services
Contact Person: Bob Friddle
Level of Need: Moderate
Estimated Project Completion Date: 2022
Department Priority: High
Contact Phone Number: 612-673-3387
Website: NA

Project Location:

Address: 212 17th Ave. N.,
City Sector: North
Affected Neighborhoods: All
Affected Wards: 5
Description of Location

Project Description:

Master planning funding to address current deficiencies.

Purpose and Justification:

The Minneapolis Animal Care and Control facility (MACC), is an open admissions full service shelter for stray dogs, cats and other more exotic animals. The shelter was built in 2003, and has 21,100 ft.^{2}.

Since the facility's opening in 2003, MACC's work has expanded and current needs have outgrown the space. Small revisions have been made to provide better accessibility and accommodate additional staff and services. Many needs of current activities are unmet in the current space including: quarantine areas, sterile surgery space, investigative office space, storage, conference and meeting rooms, air circulation and HVAC, storage for exotic animals, security for staff, office space for animal control officers, adequate outdoor play areas, separate spaces for animals being picked up, surrendered and adopted - separate from counter space for people paying fines and purchasing license and permits.

The space has not kept up with MACC's expanding work. Staff and customer safety is an issue in the current shelter. The space does not allow for front desk security and staff are unable to restrict movement in the shelter. There are often dangerous animals coming in and going out of the small lobby while animal adoptions or surrenders are occurring. The space lacks office space for investigations.

The MACC shelter built in 2003 does not suit the needs of MACC today, including staff veterinarians performing surgeries and numerous medical procedures. Additionally, the investigations team works with MPD to prosecute animal crimes. Their partnerships with volunteers and the public enable them to broaden their reach, and the demand for kenneling in both the number and species of animals has multiplied. MACC is seen as a regional resource and regularly called on to help in hoarding and investigations. The mandates of the animal shelter have changed since 2003. 2016 mandates demand MACC treat all animals medically, behaviorally and mentally and to find appropriate placement for all treatable animals. The average time in shelter has more than tripled since 2003 and may increase even further as life saving efforts continue. The current capacity does not meet the needs and demands of the community.

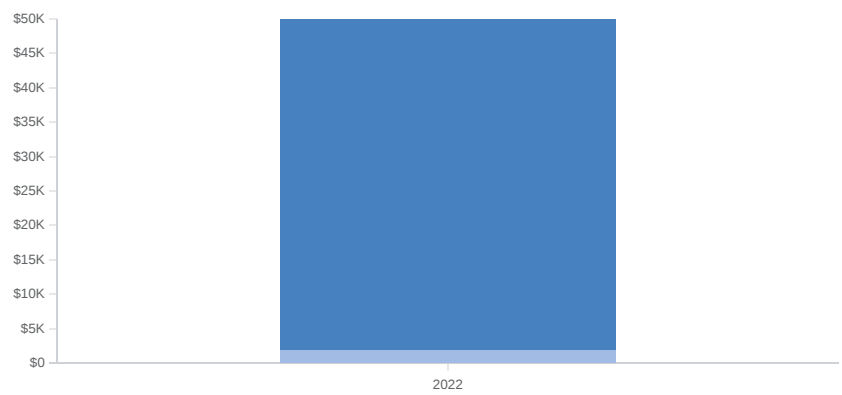
Operational improvements and solutions continue to be studied and implemented, but the facility is running out of options. A master planning effort has been requested to identify changes that could

be made to the existing facility, since the site footprint is at its maximum.

Project Cost Breakdown

PSD22

Updated 2 weeks ago



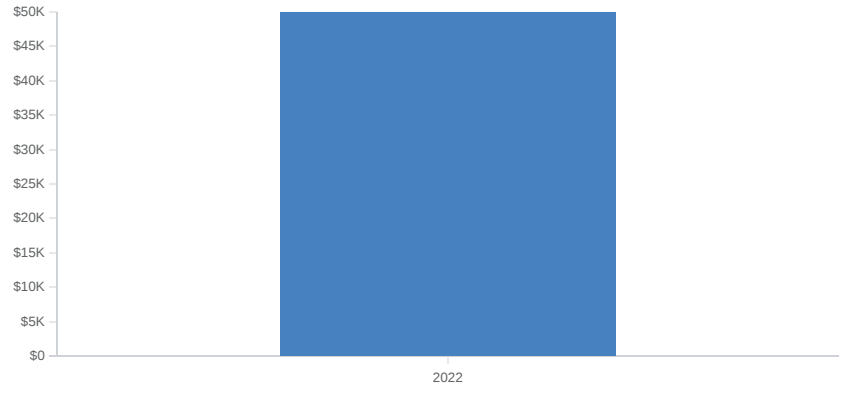
$50,000.00

Expenses in 2022

Department Funding Request

PSD22

Updated 2 weeks ago



$50,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
NA

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Update here.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible? TBD

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details. TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details. TBD

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? What is the expected useful life of the project/Improvement? NA

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project? NA

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc: NA

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
NA

If this is a new project, describe the major project phases and timing anticipated for completing the project:
TBD

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
A solution to the current problems cannot be delayed longer.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
MACC provides an essential public health and safety service. Citizens rely on MACC directly to help with all animal related issues. MACC plays a vital role in identifying and protecting the community from deadly zoonotic diseases, work closely with local, State and Federal agencies and taskforces on major animal crime. More broadly, the investigative work MACC does helps identify and provide evidence needed to prosecute low level crimes. MACC's work, often invisible, provides a safety net for humans and animals. MACC operates a comprehensive animal sheltering facility that acts as a quarantine facility, secures living evidence for victim animals, and houses animals that have been temporarily displaced due to owners hospitalization, sick and injured animals, stray and unwanted animals of all species domestic, wild, and exotic. MACC employs three veterinarians and handles all minor to moderate animal issues in house.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Insert detail here.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Insert detail here.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Insert detail here.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Insert detail here.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The public relies on MACC for protecting “herd health” and controlling zoonotic disease with research and treatment. These are especially important as new diseases are identified. MACC works closely with Local, State and Federal health agencies to ensure the health and safety of the community and its animals are protected and preserved. MACC staff work on the front lines to defend against all zoonotic diseases. MACC works closely with hospitals and social workers to assist in animal related issues.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
Insert detail here.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

PSD23 MPD Training & Wellness Facility

Project Details:

Project Start Date: TBD
Ongoing Program: Yes and No
Submitting Department: MPD/Property Services
Contact Person: Bob Friddle, AC Kjos
Level of Need: High
Estimated Project Completion Date: 2026
Department Priority: High
Contact Phone Number: 673-3387
Website:

Project Location:

Address: TBD
City Sector: TBD
Affected Neighborhoods: All
Affected Wards: All
Description of Location - Location not yet identified

Project Description:

New Training & Wellness Center for City MPD, Fire, Emergency Responders and regional partner needs.

Purpose and Justification:

The City Of Minneapolis currently leases the former Hamilton Elementary school space from Minneapolis Public schools at 4119 DuPont Ave., North, for a wide variety of police training, storage, and youth programs. The total area of the Hamilton SOC is 50,580 square feet. The 10 year lease is in its sixth year, and is not currently renewable; the space is inadequate for today's training and wellness promotion needs, and there is no ability for expansion.

A new facility is needed that can be designed to provide for not only pre-employment, continuing education and in-service classroom and computer training needs, but wellness preparation and counseling, de-escalation and investigation and arrest scenarios of many different types, including indoor, outdoor and vehicular. New policing models, such as the co-responder program and body camera program, require new policing training opportunities. New wellness programs can help first responders deal with the psychological impact of their jobs, such as with domestic abuse trauma and post traumatic stress syndrome.

Outdoor and vehicular training is especially important, because it requires a large open space that is sheltered from public view. The new Hero Center in Cottage Grove is a good example of this new type of training and wellness facility.

Combining reality-based training, tactical training with movable partitions, virtual-reality simulators, defensive tactics training, secure outdoor yard and canine training, and 50 yard firing ranges with classroom and support, this facility is designed to be flexible and highly accessible for all.

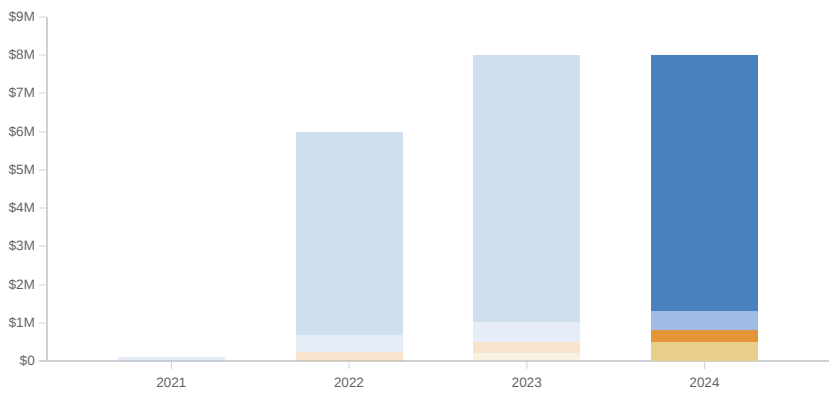
The project will meet the current and anticipated future needs of the city. Location is yet to be determined, but would ideally be more central to the area served.

Such a facility could be made available to regional partners and could become an income generator for the city, to help with it's debt service. There may also be funds available from the State for development of such a facility.

Project Cost Breakdown

PSD23

Updated 2 weeks ago



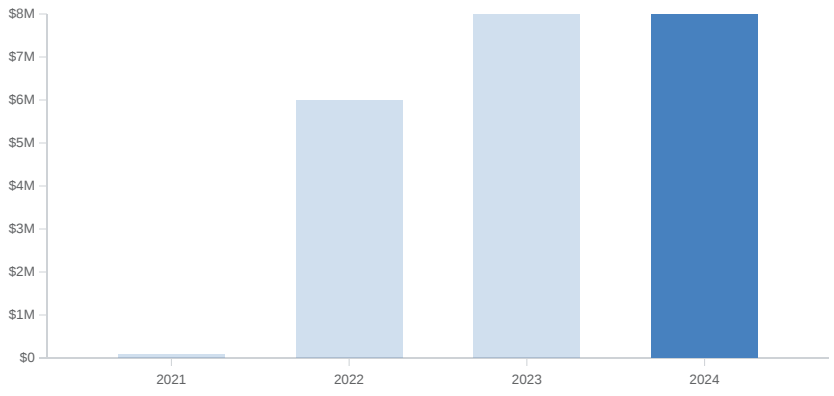
$8,000,000.32

Expenses in 2024

Department Funding Request

PSD23

Updated 2 weeks ago



$8,000,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
Grants or other sources of funding have not been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Property services will work with community planning and economic development (CPED) and MPD to identify and analyze potential sites.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.
Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.
Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and design review will be initiated when a site is selected.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible? No,although the Hamilton School site could be redeveloped by MPS.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
New

What is the expected useful life of the project/Improvement? 50-75 years

Year that Operating Incr/(Decr) will take effect?
TBD

What is the estimated annual operating cost increase or (decrease) for this project? TBD

Any Prior Year Remaining Bond Authorizations?
No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Newly constructed police facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the officers, staff, and the citizens served. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. Property Services will continue to perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be $20,000 a year higher based on comparative facilities

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed similar facilities as well as several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time.

A site will be identified, vetted and acquired by the city within 2 to 3 years. A new training and wellness center will be designed and built within the following two years.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Better training reduces risk for first responders as well as the public they serve, and can lead to reduced cost to the City in financial settlements.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Insert detail here.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
SUBP goals will be developed and enforced by Civil Rights for our design and construction partners.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The new facility will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Insert detail here.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Insert detail here.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
A budget for public art will be included.

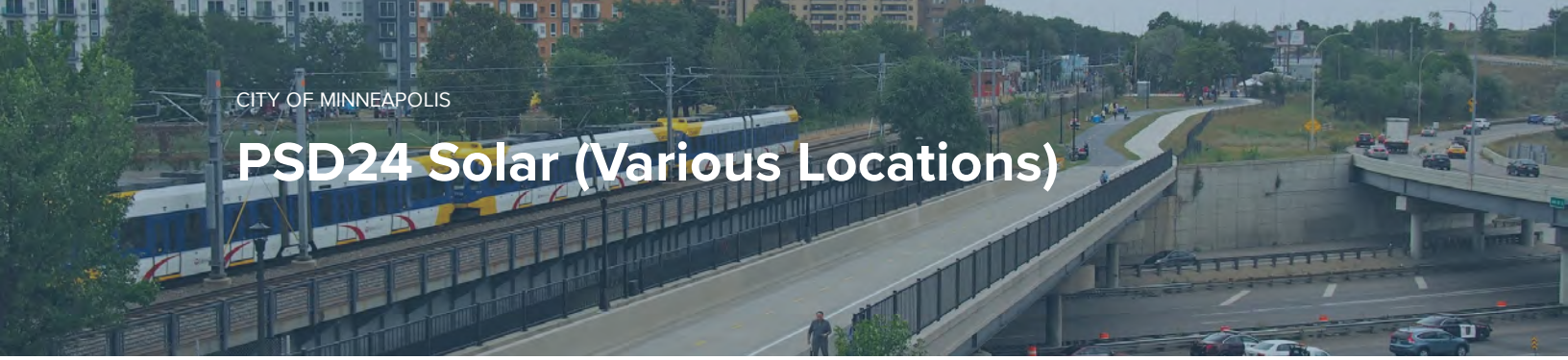
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PSD24 Solar (Various Locations)

Project Details:

Project Start Date: 2021
Ongoing Program: Yes
Submitting Department: Finance & Property Services
Contact Person: Brian Millberg
Level of Need: Significant
Estimated Project Completion Date: 12/1/2026
Department Priority: High
Contact Phone Number: 612-816-2390
Website: N/A

Project Location:

Address: Various City Owned Assets
City Sector:Across the City
Affected Neighborhoods: Across the City
Affected Wards: All Wards
Description of Location

Project Description:

This Project will plan, design, and construct behind the meter solar photovoltaic arrays on City built assets between 2021 and 2026.

Purpose and Justification:

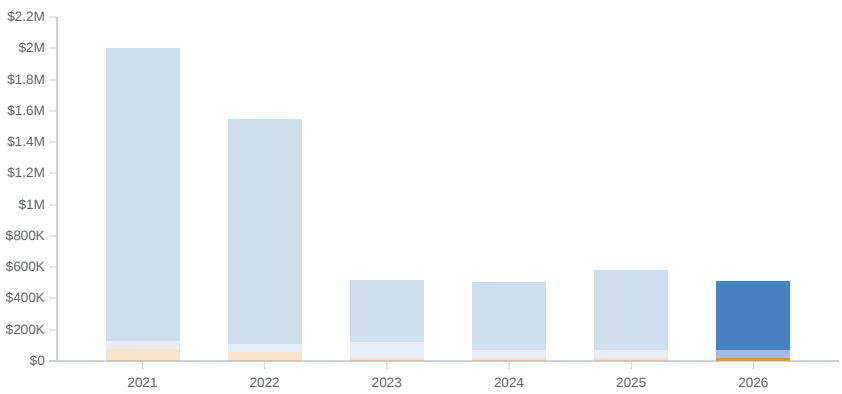
The City Council has declared a climate emergency (Action 2019-01362) and implemented a plan to have all of the electricity used for City municipal operations be 100% renewably generated (Action 2017-01275).

To reach the 100% renewable goal, as much electricity as possible needs to be generated at City-owned buildings. This project adds an additional 2.6 million kWh annually to the current 0.9 million kWh annually generated from rooftop arrays on City-owned buildings, providing approximately 4% of the total electrical needs for municipal operations in 2026.

Project Cost Breakdown

PSD24

Updated 2 weeks ago



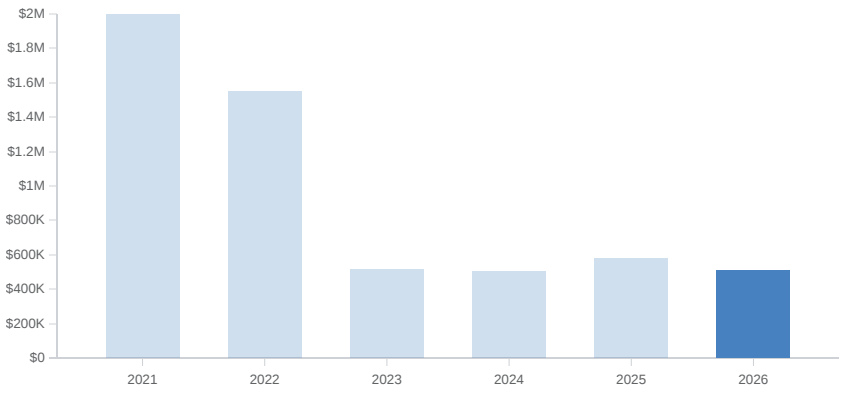
$510,000.00

Expenses in 2026

Department Funding Request

PSD24

Updated 2 weeks ago



$510,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
Grants or other non-City funding has not been secured for this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.
6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.
6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.
6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.
6.2.1 Work at the state and regional level to encourage analysis and implementation of sustainable energy generation within the city,co-generation
facilities, and clean alternative fuels.

Policy 6.4: Expand the use of renewable energy.
6.4.1 Partner with others, including research institutions, to explore the feasibility of alternative energy sources for Minneapolis government operations, and for use by residents and businesses.
6.4.2 Encourage use and generation of renewable energy systems in the city.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
This will not be required as the buildings in the project are owned by the City and no changes to the building’s appearance or footprint will occur.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
No

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project?
Over the 25-year life of the solar arrays, the City will see a net savings of $2.2 – $7.4 million in electricity costs by generating its own power instead of purchasing the power from Xcel Energy.

Any Prior Year Remaining Bond Authorizations? None
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The cost of the solar installations was budgeted at $2500/kWDC for each installed solar panel, which is
at the high end of 2020 roof-top solar costs. This brings the array installation costs to just under $5.7 million.
The project will generate savings over the 25-year life of the arrays by replacing 2.6 million kWh of electricity currently being purchased from Xcel Energy. The actual savings will be determined by the unknown rise in electricity costs for the next 25 years, but a statistical prediction of this increase was determined by analyzing the rate increases from 2008 through 2019. At a 95% confidence level, the average annual rate increase will be between 1.9% - 5.9%. This would produce a reduction of utility costs of between $7.7 - $13.1 million over the 25-year life of the arrays. This will be a net savings of $2.2 million – $7.4 million over the 25-year life of the arrays.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

YEAR:
- 2021

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2020 - Structural analyses of roofs to make sure that
each building can accommodate the added weight of the solar array.
2021-2026: Each year solar arrays will be installed on 2 - 4 buildings.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Cost estimates are expected to be within 20% of actual costs. Accelerating the expenditures to install solar arrays on more than 6 buildings each year is possible in terms of timing, but the City's Energy Manager does not have the capacity to manage that many capital projects. The acquisition of an outside project manager would allow the project to proceed faster, but at an extra cost of $100,000 - $150,000 for each year that the outside project manager is used. As currently planned, the maximum spent in any year would not exceed $2 million.

    - 1-3 buildings
    - $2,000,000
- 2022
    - 2-3 buildings
    - $1,550,000
- 2023
    - 1-3 buildings
    - $ 520,000
- 2024
    - 1-3 buildings
    - $ 505,000
- 2025
    - 2-4 buildings
    - $ 580,000
- 2026
    - 2-4 buildings
    - $ 510,000

TOTAL of $5,665,000

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
N/A

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
N/A

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
The project will be subject to the City's Small and Underutilized Business Program (SUBP) goals, Affirmative Action and Compliance ordinance, and the Prevailing Wage requirement.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The reduction in electricity costs created by the solar installations can be used to allow more funding for each department that occupies a building with a solar array.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The 2.6 million kWh reduction in electricity purchased from the Xcel Energy grid will reduce the City's annual greenhouse gas emission by 1,000 metric tons. This is a 2% reduction from the City's Municipal Operations greenhouse gas emissions in 2019.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Building these arrays will reduce the carbon footprint of each of our existing facilities, providing examples to spur other commercial and industrial organizations to do solar installations at their facilities.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Reducing greenhouse gas emissions will lower asthma and other respiratory illness rates in the City.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
N/A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

WTR35 Renewable Energy at Water Treatment Campuses

Project Details:

Project Start Date: 1/1/2020
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Annika Bankston
Level of Need: Significant
Estimated Project Completion Date: 12/31/2030
Department Priority: 10
Contact Phone Number: 612-661-4975
Website:

Project Location:

Address: Fridley and Columbia Heights Campuses
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All

Project Description:

This project will design and install a 1 Megawatt photovoltaic solar array at the Division of Water Treatment & Distribution's Columbia Heights campus ($2.5M). This array is projected to generate 1.7 Million kWh of electricity each year. The feasibility of other site and building locations on the Division's treatment campuses will be evaluated for installation of additional solar arrays and other renewable energy sources.

Purpose and Justification:

The Minneapolis City Council and Mayor Jacob Frey adopted goals on April 27, 2018 for Minneapolis to move to 100% renewable electricity for municipal facilities and operations by 2022 and citywide by 2030. These goals serve as a strategy to meet the City's aggressive greenhouse gas emission reduction and climate change goals by moving away from fossil fuels.

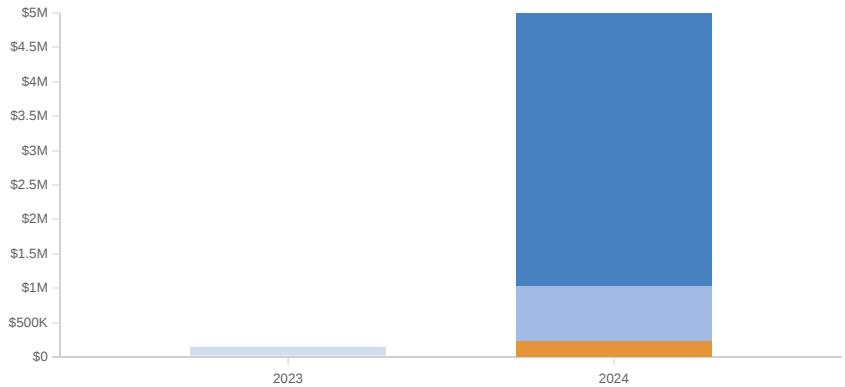
The Minneapolis Division of Water Treatment & Distribution Services uses 8 to 9 Million kWh of electricity per year to treat and distribute (pump) water from its Columbia Heights campus. An additional 30 to 40 Million kWh per year are used by facilities on its Fridley campus In order to meet the adopted goals for the City, renewable energy must be integrated into the energy portfolio of the treatment and pumping infrastructure.

The initial funding will be for construction and start up of a photovoltaic solar array on available land at the Columbia Heights campus while evaluating and planning feasible locations for additional solar installations as well as consideration of wind and hydropower energy recovery. A solar installation on the Fridley campus is anticipated to be located on top of finished water storage reservoir(s) but needs to wait until the completion of the ongoing Fridley Filter Rehabilitation project and initial phases of campus electrical improvements (WTR31).

Project Cost Breakdown

WTR35

Updated 2 weeks ago



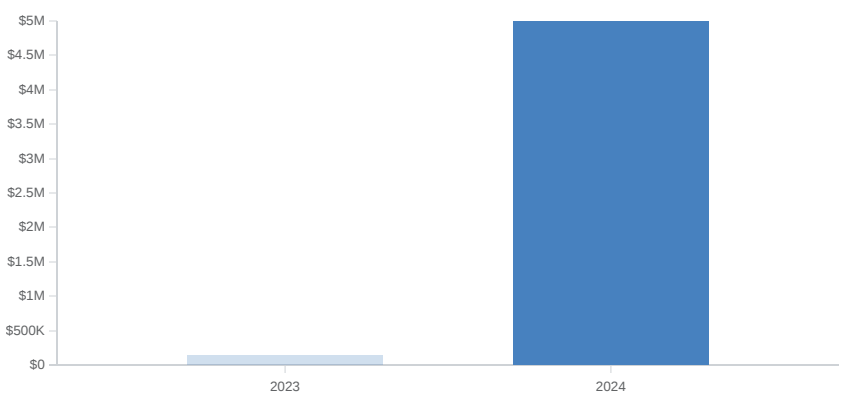
$5,000,000.00

Expenses in 2024

Department Funding Request

WTR35

Updated 2 weeks ago



$5,000,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from Water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Work on this project will be performed in conjunction with Xcel Energy in regards to electrical rate impacts and electrical distribution infrastructure investment, if needed.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

- 5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
- 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
- 5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

- 6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
- 6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project? Decrease, TBD
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Operating costs will decrease through reduced quantity of electricity purchased from Xcel Energy. Actual cost estimates are being developed in consideration of the change in electrical billing rates that may occur due to changes in amount of electricity included in peak controlled rate agreements. Currently Minneapolis Water pays discounted electrical rates because of our ability and agreement to use a set, pre-determined amount of electrical use during high-demand periods.

The additional labor and materials cost of maintaining the solar array will be offset by reductions in electrical costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Annual operating costs are expected to decrease. Additional maintenance costs are expected to be off set by electrical cost savings.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Life Cycle costs (incorporating capital costs, electrical cost savings, and maintenance cost increases) will be evaluated for all alternatives and impacts to the Water enterprise fund operating budget and long-term pro forma will be evaluated and transparently communicated to Public Works and Finance Departments and the City Council.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
2020: Select provider and design solar array at Columbia Heights campus.
2021: Construct solar array at Columbia Heights Campus
2022: Evaluation of additional sites for solar or wind installations on campus lands and buildings.
2023: Design of solar array on Fridley campus finished water reservoirs
2024: Construct solar array at Fridley
2025 and beyond: TBD for additional projects at feasible locations

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Significant flexibility is possible. The entire program will be a series of sub-projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Using renewable energy sources for drinking water treatment and distribution.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

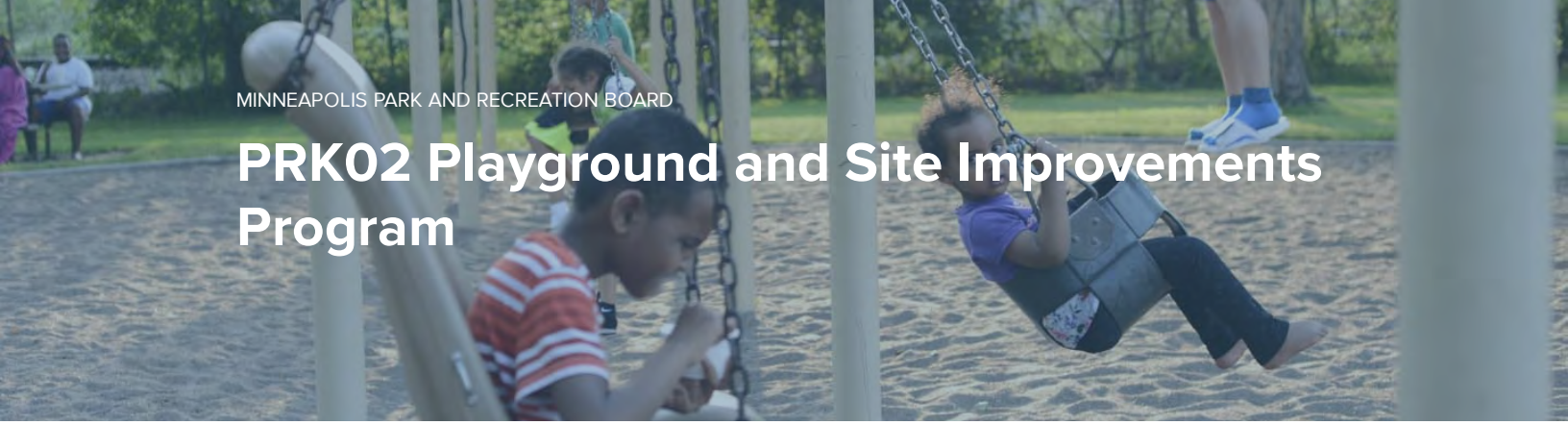
The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK02 Playground and Site Improvements Program

Project Details:

Project Start Date: Varies
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: Varies
Department Priority: 3
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: Varies
City Sector: Multiple
Affected Neighborhoods: Multiple
Affected Wards: Multiple

Project Description:

This project features all play area-only capital projects. Typical play area and site improvements consist of reconfiguring playground containers (both pre-K and elementary age) and replacing the play equipment. As the budget allows, additional amenities such as walkways, picnic tables, benches, lighting improvements, landscaping, drinking fountains, etc. would be prioritized and included. In all project areas one playground will be improved. This request includes play area improvements in 22 parks.

Purpose and Justification:

The play areas are recommended for improvement based on conditional analysis and age. Play area improvements will address acute safety and security concerns as well as meet the need to replace outdated and worn play equipment that does not meet current Americans With Disabilities Act (ADA) standards.

Beginning in 2018, larger projects in neighborhood parks that may involve play areas are being consolidated into the PRKCP project or, if they have funding greater than $1,100,000, are being given their own projects. Examples of other projects that may include play areas are Sibley (PRK38) and Elliot (PRK40). PRK02 will remain the project for stand-alone play area improvements.

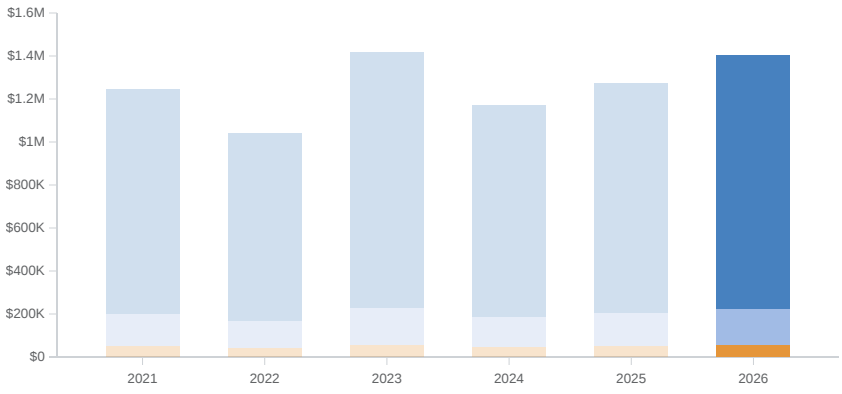
Project Visuals and Map:



Project Cost Breakdown

PRK02

Updated 2 weeks ago



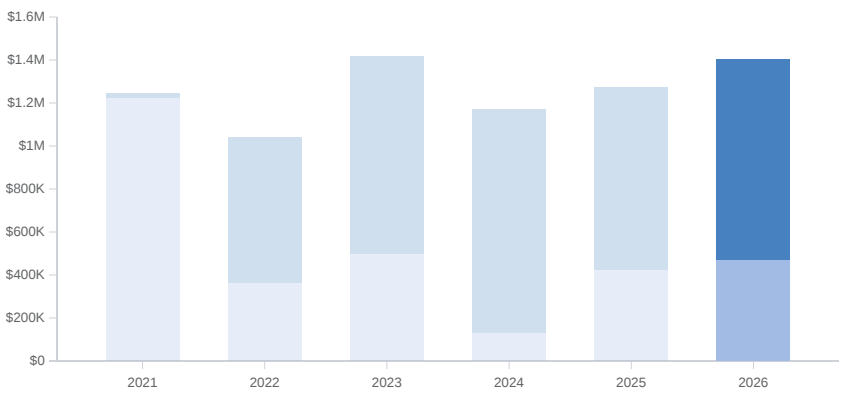
$1,404,000.00

Expenses in 2026

Department Funding Request

PRK02

Updated 2 weeks ago



$1,404,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No grants are associated with this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review will take place in the spring of each funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Varies. Generally, projects will not enhance the transit/pedestrian experience outside of parks.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in specific improvement areas.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements take place within parks, not right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance: Approx $8000/year per play area, depending on exact configuration of equipment and size of play area.
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect? Varies
What is the estimated annual operating cost increase or (decrease) for this project? Likely to be a slight decrease in operation for each play area rehabilitated, but system-wide negligible reductions.
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $1,587,700

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Older play areas tend to be difficult and expensive to maintain. They require inspections more frequently to ensure safety, along with more regular replacement of failed parts. Play area replacement actually decreases maintenance costs for that particular play area. However, cost savings across the system are not typically felt because other play areas are aging just as new ones come on line.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts spent.

Luxton Park (2017 bonds): project is complete and open to the public.
Folwell (2017 bonds): Project is underway, with construction expected to begin in spring of 2020. Unspent bonds are $225,000.
Cleveland Park (2018 bonds): Project is underway, construction in 2020. Remaining bonds: $92,500.
Armatage (2019 bonds): Project is underway with community engagement. Construction expected in 2021. Unspent bonds are $265,000.
Bryn Mawr (2019 bonds): Project has not yet initiated. Unspent bonds are $291,900.
Farview (2019 bonds): Construction in 2020, community engagement complete. Remaining bonds: $92,800
Linden Hills (2019 bonds): Project is underway with community engagement. Construction expected in late 2020. Unspent bonds are $260,000.
Loring (2019 bonds): Project has not yet initiated. Unspent bonds are $360,000.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, typically initiates early in the funding year and continues for 6 to 8 months.
Construction most likely takes place during the following spring and summer and, depending on the complexity of the project, can be completed by fall of that calendar year. Overall, a typical play area project can take two years from project initiation until the facility opens to the public, due in part to the robust community engagement process to design the playground.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. This project will decommission outdated play facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Play areas are some of the most heavily used facilities in parks, and offer challenge and risk while increasing strength, agility, fitness, and cooperation among children. Getting outdoors to climb, slide, run, hang, and swing leads children to healthier lives and builds healthier habits.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process.

Additional Information

The following is a list of play area projects included in PRK02, with funding sources and years. Note that other stand-alone projects (such as PRK35, PRK36, etc.) may also include play area renovation as part of a larger project.

2021
Cavell Park: $294,595 Net Debt Bonds
28th Street Totlot: $200,000 Net Debt Bonds (this funding will be matched by the State of Minnesota upon completion of the I-35W construction project)
Van Cleve Park: $321,820 Net Debt Bonds
Northeast Park: $405,000 Net Debt Bonds (this project was moved to 2021 to align with the next phase of field renovations described in PRK04)
Bottineau Park: $23,216 Capital Levy

2022
Cavell Park: $27,225 Net Debt Bonds
Riverside Park: $338,000 Net Debt Bonds
Audubon Park: $338,000 Capital Levy
Lake Hiawatha Park: $338,000 Capital Levy

2023
Stewart Park: $145,000 Net Debt Bonds and $210,000 Capital Levy
Willard Park: $355,000 Net Debt Bonds
Currie Park: $355,000 Capital Levy
North Commons Park: $355,000 Capital Levy

2024
Todd Park: $131,500 Net Debt Bonds and $259,000 Capital Levy
Cedar Avenue Field Park: $390,500 Capital Levy
Harrison Park: $390,500 Capital Levy

2025
Franklin Steele Park: $425,000 Net Debt Bonds
East Phillips Park: $425,000 Capital Levy
Hiawatha School Park: $425,000 Capital Levy

2026
MPRB has not yet adopted a 2026 CIP. The current MPRB 6-year CIP includes the 2020 through 2025 years. For the purposes of this request, MPRB is estimating there will be three PRK02 sites in the 2026 year, one funded with Net Debt Bonds and two with Captial Levy, at a cost of $468,000 each for a total of $1,404,000.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK03 Shelter - Pool - Site Improvements Program

Project Details:

Project Start Date: January 1, 2022
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: June 1, 2023
Department Priority: 9
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 4802 Grand Avenue South
City Sector: Southwest
Affected Neighborhoods: Tangletown
Affected Wards: 11

Project Description:

Wading pool improvements may include replacement of entire pool facilities with new wading pools or splash pads, updating mechanicals of existing wading pools, adding shade structures and seating, providing additional spray features within existing pools, and updating associated site improvements such as paths and lighting. The only activity included in this project in this request is a replacement of the wading pool at Fuller Park, funded in 2022 and 2023.

Purpose and Justification:

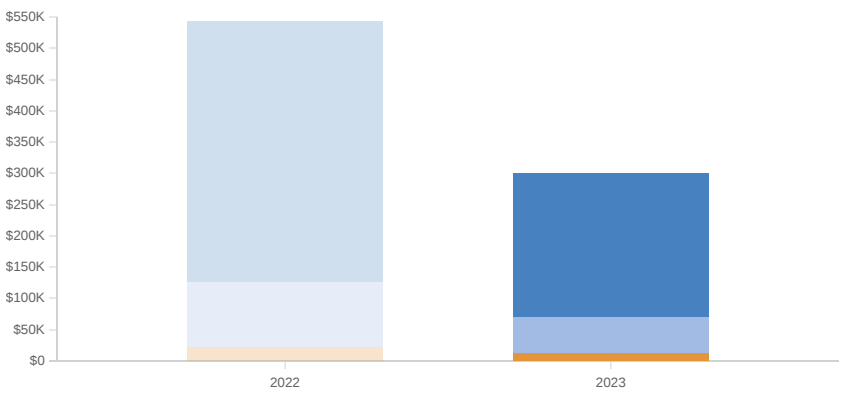
Most pool and wading pool facilities in the park system are more than 40 years old. Many are experiencing significant mechanical or structural failures, and pools of that era do not meet current accessibility standards. Nevertheless, aquatic amenities are regularly among the most highly desired ones in parks, as stated in MPRB's community engagement. Improvements will provide safe, accessible, and efficient wading pools to Minneapolis residents.

Beginning in 2018, larger projects in neighborhood parks that may involve pools and other aquatic facilities are being consolidated into the PRKCP project or, if they have funding greater than $1,100,000, are being given their own projects. Examples of other projects that may include aquatics are North Commons (PRK36) and Sibley (PRK38). PRK03 will phase out after completion of the Fuller Pool.

Project Cost Breakdown

PRK03

Updated 2 weeks ago



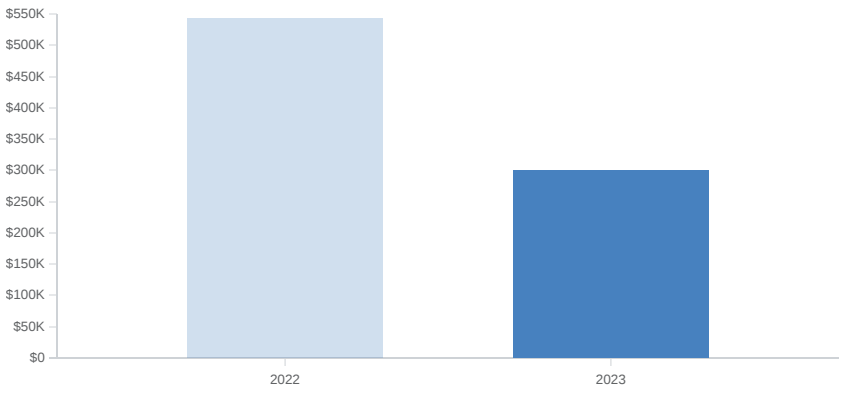
$300,000.00

Expenses in 2023

Department Funding Request

PRK03

Updated 2 weeks ago



$300,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No grants are associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible, active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review will take place in the spring and summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements take place within park land, not right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance: $17,000
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 40 years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Annual operating cost will likely decrease with the implementation of a new facility.
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: n/a

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Older aquatic facilities tend to be difficult and expensive to maintain. They require inspections more frequently and often need regular water top-off and equipment repairs. Aquatic facility replacement actually decreases maintenance costs for that particular wading pool or splash pad. However, cost savings across the system are not typically felt because other pools are aging just as new ones come on line.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Last year MPRB reported on ongoing struggles with the Logan wading pool, which was the only remaining unspent bonding. That project has been completed and is now open to the public.

No bonding was requested for pools in 2017, 2018, or 2019, and all other bonded projects are complete.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, typically initiates early in the funding year and continues for 6 to 8 months. Construction most likely takes place during the following year, with the pool re-opening the following spring after a year of being out of commission. Overall, a typical wading pool or other aquatic project can take a little over two years from project initiation until the facility opens to the public, due in part to the robust community engagement process to design the playground.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. This project will decommission outdated aquatic facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. With regard to wading pools and aquatic facilities, MPRB is working to implement new technologies to conserve water, even though the simple replacement of outdated aquatic facilities will greatly improve performance.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Wading pools and aquatic facilities are some of the most heavily used facilities in parks, and offer excitement, fun, fitness, and creative play. Getting outdoors to splash and jump and swim makes kids healthier.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process.

Additional Information

The sole request under PRK03 is for Fuller Park, for $544,250 in 2022 and $300,000 in 2023. MPRB previously requested the full amount for Fuller in 2022. During the most recent budget cycle, it was necessary to shift partial funding back one year to accommodate other needs and balance the budget. This change should not cause a project delay.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK04 Athletic Fields - Site Improvement Program

Project Details:

Project Start Date: January 1, 2021
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: May 1, 2023
Department Priority: 6
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 1530 Johnson Street Northeast
City Sector: East
Affected Neighborhoods: Northeast Park
Affected Wards: 1

Project Description:

Athletic Field improvements may include soil amendments, re-grading, re-seeding, irrigation, lighting, re-alignment of fields to improve drainage and reduce multiple uses, amenities for players and spectators, parking and other site improvements. Safety fencing, accessibility accommodations, and shade structures will also be installed where necessary. New systems to provide for reinforced turf to increase the amount of play that can occur on a field and to maximize the benefits of captured storm water for irrigation will be explored.

The only activity in this project includes ongoing multi-phase work at Northeast Athletic Field Park, with a single request of $516,490 in a combination of Net Debt Bonds and Capital Levy in 2021.

Purpose and Justification:

Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or businesses, youth and adult athletic teams depend on MPRB fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields to make them more durable, more able to meet the demands of almost continuous programming needs, and having less need to be reseeded or rehabilitated regularly will enhance the delivery of recreational services to the residents of Minneapolis.

Beginning in 2018, larger projects in neighborhood parks that may involve athletic fields are being consolidated into the PRKCP project or, if they have funding greater than $1,100,000, are being given their own projects. PRK04 will be eliminated after the completion of Northeast Athletic Fields.

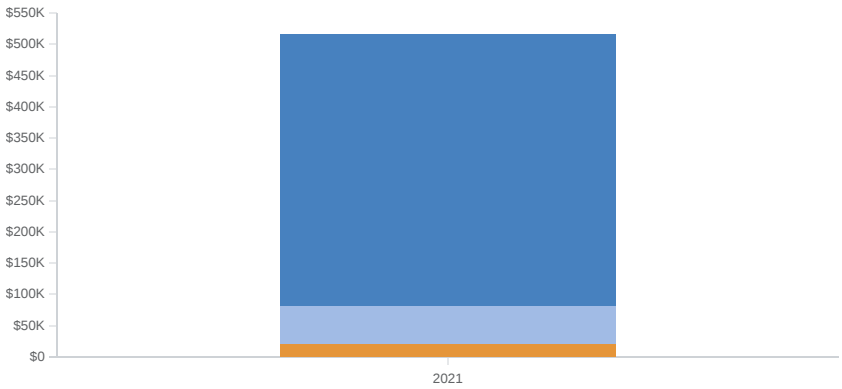
Project Visuals and Map:



Project Cost Breakdown

PRK04

Updated 2 weeks ago



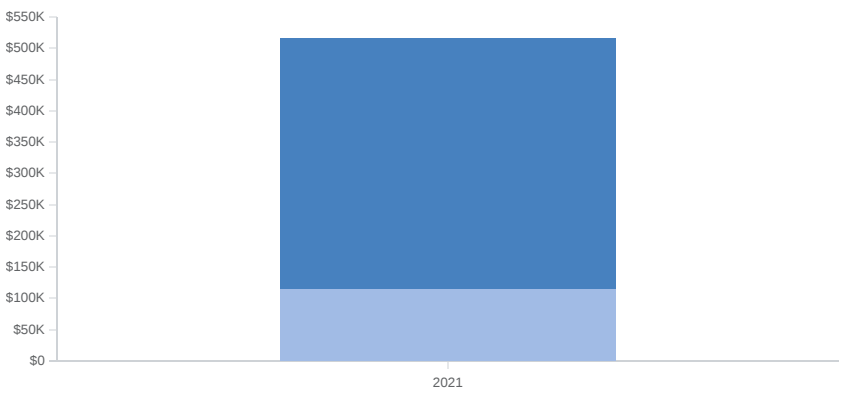
$516,000.00

Expenses in 2021

Department Funding Request

PRK04

Updated 2 weeks ago



$516,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No grant funds are associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review will take place in the spring of the funding year

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Park Sidewalks and trails may be included in the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within the park area

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on facilities implemented
Is this request for new or existing infrastructure?
Existing
What is the expected useful life of the project/Improvement? 40 years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? We expect negligible increase due to higher quality fields.
Any Prior Year Remaining Bond Authorizations?
No
Prior Year Remaining Bond Authorizations: n/a

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while installation of premier fields or conversion to different types of uses can increase costs. The East of the River Park Master Plan includes calculations on likely operations increases for each element in the Northeast Park Master Plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts spent.

Peavey Park: Project is complete and there are no outstanding bonds
Northeast Park: Project is complete and there are no outstanding bonds
Folwell: Project is complete and there are no outstanding bonds

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Master Planning for the Northeast Park athletic fields, which included extensive community engagement, is complete. Phase one of field construction has been completed. The requested 2021 Net Debt Bonds and Capital Levy would fund a second phase of construction that would most likely take place that same year. Phase 2 fields would likely open in late 2022 or 2023 to allow for turf establishment.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. This project will improve safety on athletic fields through redesign, safety fencing, uniform surfacing, and lighting.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. New athletic fields can be designed to better manage stormwater and to include naturalized pollinator habitat around their edges. These stacked benefits can help improve overall sustainability of the park system and city.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Athletic fields inherently encourage fitness, strength building, and social interaction for youth and adults.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process

Additional Information

The sole request under PRK04 is for Northeast Athletic Field Park, for $115,550 Net Debt Bonds and $400,940 Capital Levy in 2021. Some of this funding was moved back from 2019 in an effort to consolidate a larger funding amount in 2021 for a single project.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK33 Bryn Mawr Meadows Field Improvements

Project Details:

Project Start Date: January 1, 2021
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2023
Department Priority: 5
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 601 Morgan Avenue South
City Sector: Southwest
Affected Neighborhoods: Bryn Mawr
Affected Wards: 7

Project Description:

This project would fund a complete renovation and new design layout for fields at Bryn Mawr Meadows to better provide consolidated ball diamond opportunities and soccer field areas in the central portion of the city.

In total, improvements will include soil amendments, re-grading, re-seeding, irrigation, lighting, re-alignment of fields to improve drainage and reduce multiple uses, amenities for players and spectators, parking, pathways, and other site improvements. Safety fencing, accessibility accommodations, and shade structures will also be installed where necessary and practical. New systems to provide for reinforced turf to increase the amount of play that can occur on a field and to maximize the benefits of rainwater for irrigation will be explored.

The renovation will implement a portion of the park's master plan, which was adopted as part of the North Service Area Master Plan. Notable in that plan is a reduction in the number and increase in quality of softball diamonds, to allow simultaneous game play without outfield overlap. The design creates a better balance between neighborhood and regional athletic facilities. Created through extensive community engagement, the master plan is a new vision for the park. Also included in the plan is a stormwater management area that will be implemented alongside field renovation, in partnership with the Bassett Creek Watershed Management Commission. This aspect of the project will benefit the city by better managing neighborhood storm runoff before it flows into Bassett Creek.

Purpose and Justification:

Athletic fields are an integral part of the city's infrastructure. Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or adult leagues, teams depend on Park Board fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields so they are more durable, able to meet the demands of almost continuous programming needs, and need to be rested or rehabilitated far less often will enhance the delivery of recreational services to the residents of Minneapolis.

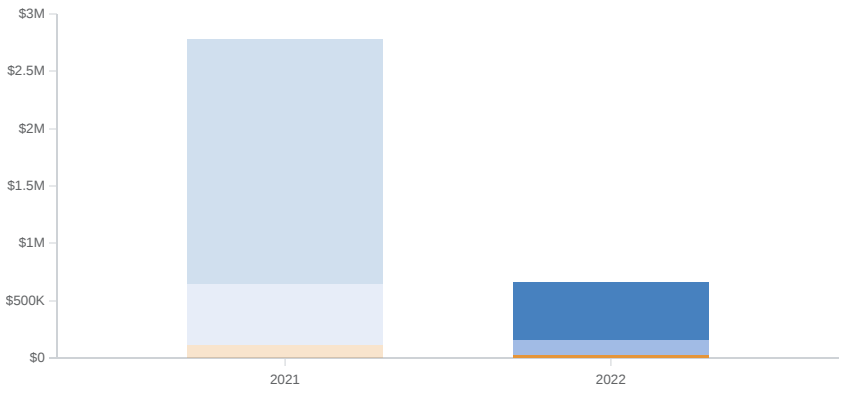
Project Visuals and Map:



Project Cost Breakdown

PRK33

Updated 2 weeks ago



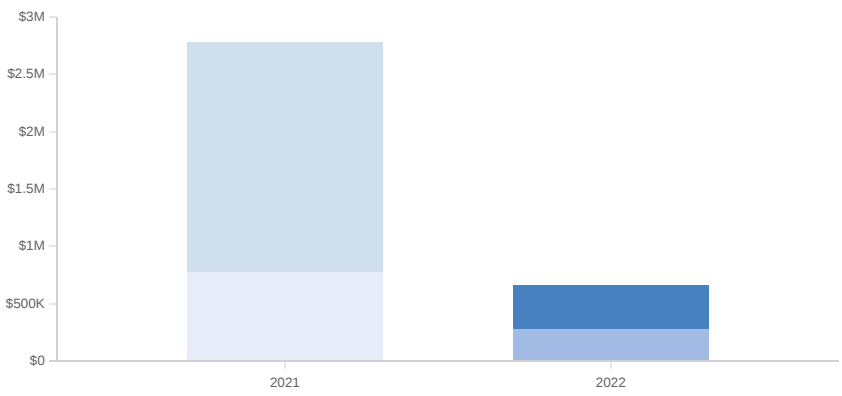
$665,000.00

Expenses in 2022

Department Funding Request

PRK33

Updated 2 weeks ago



$665,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No grants are currently associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
MPRB is collaborating with the City of Minneapolis and the Bassett Creek Watershed Management Commission (BCWMC) to implement a significant regional stormwater amenity incorporated into the design of the park. BCWMC has aligned one of its own capital allocations in the same year as this request, so a comprehensive project can move forward in 2021.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
BCWMC prepared a feasibility study in concert with the City of Minneapolis to determine the location, shape, and capacity of a stormwater management facility in the park, which was creatively incorporated into the master plan. BCWMC will take lead on implementation of the stormwater facility in concert with detailed design and implementation of the park.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes. The project is located adjacent to the Basset Creek Valley station of the Green Line LRT Extension. The park project does not improve that transit line, beyond providing a reason for residents to use the line and disembark at that station.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland.

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on exact facilities implemented
Is this request for new or existing infrastructure?
Existing, but significantly modified
What is the expected useful life of the project/Improvement? 40 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? The cost depends on exactly what facilities are implemented, but a decrease in operating cost is likely due to fewer athletic fields.
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The North Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
A Master Plan for Bryn Mawr Meadows was completed as part of the North Service Area Master Planning process, adopted in January of 2019. Extensive community engagement has been a hallmark of this planning process. Construction plans will be completed in early 2021, with construction commencing that same year. Depending on the exact scope of the project, fields would be expected to be complete and open in either 2022 or 2023.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project sequesters a significant portion of total MPRB Net Debt Bonds for 2021. Moving this project will have significant impacts on the rest of the MPRB CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations. In the case of Bryn Mawr, the elimination of outfield overlap significantly increases safety for recreating adults. Re-organized parking and collaboration around traffic calming will increase safety on local streets.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Though Bryn Mawr Park does not sit in a neighborhood threatened with gentrification, MPRB will strive to be aware of these forces in all neighborhoods.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Bryn Mawr Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Bryn Mawr's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project. In addition, MPRB has collaborated with the Bassett Creek Watershed Management Commission on the inclusion of a major stormwater management facility integrated with park improvements. This will have a significant positive impact on Bassett's Creek by treating runoff from the park and the adjacent neighborhood.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Bryn Mawr is also located adjacent to and will connect to the Green Line LRT Extension at the Bassett Creek Valley station. Direct access to this athletic facility by train will allow residents to more easily and sustainably recreate in the city.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Though Bryn Mawr is primarily home to adult sports, enhanced fields can be used by all age groups. In addition, enhanced neighborhood-type amenities such as play areas, a basketball court, a splash pad, and open lawn areas for impromptu games are targeted directly at families and kids.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

By having completed master planning for this park as part of the North Service Area Master Plan, MPRB is addressing previous CLIC requests to initiate planning in advance of a Net Debt Bond allocation.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK36 North Commons Park Implementation

Project Details:

Project Start Date: January 1, 2020
Ongoing Costs: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2023
Department Priority: 7
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 1801 James Avenue North
City Sector: North
Affected Neighborhoods: Willard-Hay, Near North
Affected Wards: 5

Project Description:

This project will implement a variety of recreational improvements at North Commons Park in north Minneapolis. The requested funding in 2021 is the tail of a multi-year phase one implementation of the forthcoming master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one. The master plan for North Commons Park envisions a significant new community, cultural, recreation, and arts center serving as the hub of the north side. A re-constructed water park and new seasonal sports dome are will provide high quality recreational options to north side residents. This request is not large enough to implement all elements envisioned in the master plan. Future funding—likely including private or grant funds—will be necessary to implement a phase two project.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from North Commons, but it could be used for a variety of recreational improvements, based on community input.

North Commons Park improvements have been separated into a new project because the total multi-year request is greater than $1,100,000. The scale of certain projects suggests they should be considered individually by CLIC.

Purpose and Justification:

North Commons Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

North Commons Park's 2019 NPP20 ranking is #8. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

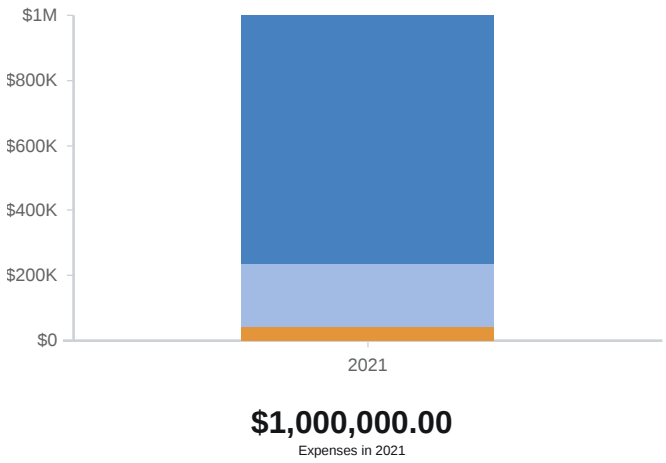
Project Visuals and Map:



Project Cost Breakdown

PRK36

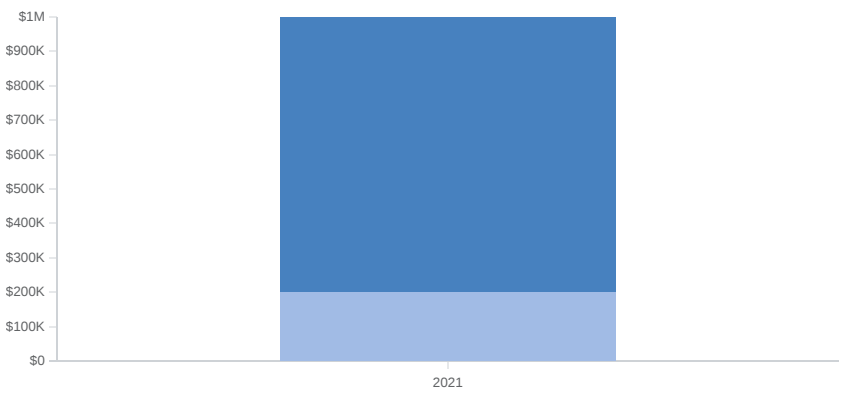
Updated 2 weeks ago



Department Funding Request

PRK36

Updated 2 weeks ago



$1,000,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No grants have been secured for this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
MPRB is seeking state bonding to augment this capital request. The project was included in the governor's recommended bonding request and bills have been introduced in the House and Senate.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? Potentially. Depending on facilities implemented, additional use by the facility and attendance at events could have economic benefit to north side businesses, especially on Broadway Avenue.

Describe the economic development impact of the project:
See above.

Does the project support redevelopment opportunity that without the project would be infeasible?
No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Broadway Avenue, which is one block north of the project area, provides transit connection to the site. The project will not specifically improve the transit experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks within the park area may be included in the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland, not within right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on final selection of phase 1 project
Is this request for new or existing infrastructure?
Likely a combination of new and rehabilitated facilities
What is the expected useful life of the project/Improvement? 20-40 years, depending on exact facilities implemented
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time
Any Prior Year Remaining Bond Authorizations? yes
Prior Year Remaining Bond Authorizations: $367,500

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new recreation center or sports dome will have significant increases. The North Service Area Master Plan includes calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
MPRB will pay for any increased operating costs by budgeting for them in the annual budget process, either through reallocating existing resources or seeking new funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
This funding request continues funding granted in 2019 as part of a single multi-year project. Funds from all years will be spent together as a single project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2020. The community engagement and design process will likely continue throughout 2020 and into 2021. Due to the likely complexity of this project and the real possibility of outside funding creating an even larger project, construction would not likely begin until 2021 and continue into 2022.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. North Commons Park is located in a neighborhood threatened with gentrification and displacement. The implementation of a major, high quality facility there could raise fears of exacerbating that reality. As part of MPRB's commitment to neighborhood stability, the North Service Area Master Plan includes guiding principles specifically for North Commons, to ensure current community residents are represented in staffing, construction, and artistic expression at the new center. Throughout the implementation process, ongoing coordination between MPRB and the City around housing and neighborhood stability will be critical.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups. The vision for North Commons could draw additional activity to the park, which could spur additional business development along the Broadway corridor, just a block away. Major festivals, sports tournaments, performances, and other happenings will create opportunities for north side businesses.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the North Commons Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including North Commons's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project. Furthermore, MPRB will explore long-term sustainability of the new facilities, when they are implemented, to limit impacts on changing climate.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. North Commons is a major destination well connected to pedestrian routes, bicycle connections, and transit. Implementation of major infrastructure at North Commons signals that the City values these north side neighborhoods and wants to see them succeed.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The master plan for North Commons is specifically targeted to benefit youth of the north side, an area with economic challenges and a high population of people of color. Improvements at North Commons will specifically help address racial disparities in health outcomes for youth.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park. The vision for North Commons, as supported by the North Commons guiding principles, specifically focuses on arts programming and inclusion of commissioned art by local makers that reflects the cultural diversity of the area.

Additional Information

In addition to the funding requested here under PRK36, funding is also requested under PRK02 in 2023 for play area improvements. That capital levy-funded project is part of MPRB's playground rehabilitation program, which is based on equipment longevity and condition. MPRB planners will take this future funding into account when scoping the PRK36 project.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK37 Powderhorn Park Implementation

Project Details:

Project Start Date: June 1, 2021
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: June 1, 2023
Department Priority: 8
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 3400 15th Avenue South
City Sector: South
Affected Neighborhoods: Powderhorn Park
Affected Wards: 9

Project Description:

This project will implement a variety of recreational improvements at Powderhorn Park, as called for in the South Service Area Master Plan. The requested funding in 2021 and 2022 will implement phase two of the master plan. Previous funding requests under PRK02 and PRK03 allowed for the renovation of playgrounds and the wading pool as directed by the master plan—this was phase one of implementation. The exact improvements to be implemented under this phase two request are not currently known, because MPRB will involve the community in a scoping exercise to determine which of the master plan elements should be constructed.

The master plan calls for relatively modest changes at Powderhorn. People like the park how it is, generally speaking, with a few targeted improvements. Facilities envisioned in the master plan include continued refurbishment of play areas —including nature-based and adventure play zones—enhancements to the building and lakeshore gathering areas, a new small-scale premier soccer field, volleyball courts, and an additional basketball court. Future funding—likely including private or grant funds—will be necessary to implement a phase three project.

Powderhorn Park improvements have been separated into a new project because the total multi-year request is greater than $1,100,000. The scale of certain projects suggests they should be considered individually by CLIC.

Purpose and Justification:

Powderhorn Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Powderhorn Park was included in the South Service Area Master Plan, adopted by MPRB in 2016. At that time, play area and pool improvements were already envisioned in the CIP and in previous CLIC requests. Powderhorn Park's 2019 NPP20 ranking is #20. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park.

The exact facilities to be implemented will be determined through a participatory community process by which users and residents will help decide what is built in the park in phase one. This process will consider those elements included in the adopted master plan. It will also consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects.

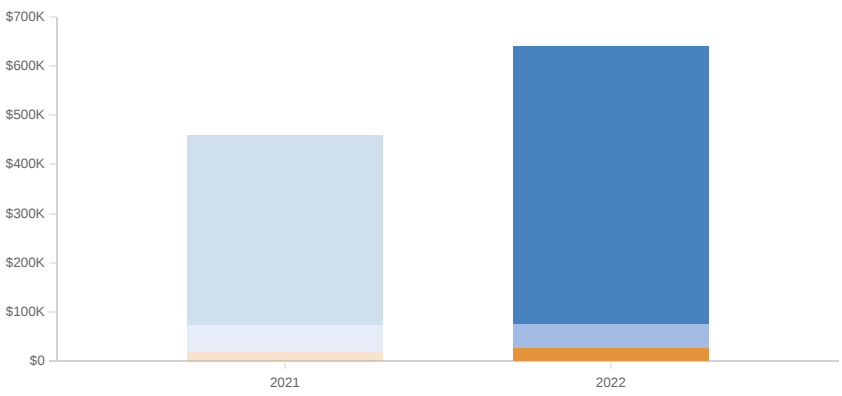
Project Visuals and Map:



Project Cost Breakdown

PRK37

Updated 2 weeks ago



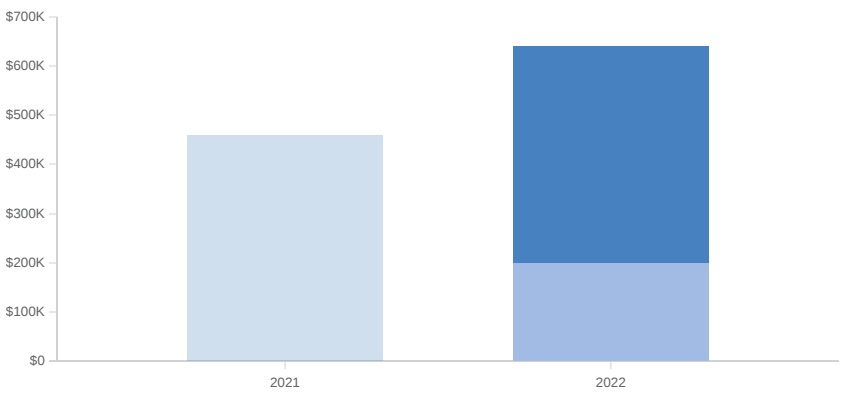
$641,000.00

Expenses in 2022

Department Funding Request

PRK37

Updated 2 weeks ago



$641,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No grants will be associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The project is not adjacent to a transit route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Southside Greenway is envisioned o pass along the western edge of the park. Pending the implementation of that project, some work could be included in this project. Other internal park trails and sidewalks may be included.
Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within park land, not right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance: Dependent on exact facilities implemented
Is this request for new or existing infrastructure? Likely a cobination of existing and new
What is the expected useful life of the project/Improvement? 20-40 years, depending on facilities included in project
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Unknown until project scoping
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or seeking new funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will begin early in the first funding year (2021). Community engagement and design will take place throughout 2021 and into 2022. Depending on the determined scope of the project, construction would begin in either 2022 or 2023 and be complete within one year to 18 months.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Powderhorn Park is located in a neighborhood threatened with gentrification and displacement. The implementation of significant improvements there could raise fears of exacerbating that reality. Throughout the implementation process, ongoing coordination between MPRB and the City around housing and neighborhood stability will be critical.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Powderhorn Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Powderhorn's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. Thjis is especially important at Powderhorn, which has an impaired though well-loved pond at its center. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Powderhorn is a major greenspace in a very dense and diverse area of town. It is one block from transit routes on Bloomington Avenue. Investing here communicates that the city values the racially and economically diverse upper south section of town.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvements at Powderhorn will create a wide diversity of recreational activities, but active and nature-based. The green environment and sheer size of Powderhorn Park allow this park to help limit mental and social stress through access to nature. Kids that grow up in this kind of environment, close to green space and water, are more likely to succeed

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park. Powderhorn park is well known as a center of arts and culture in south Minneapolis, as host to May Day, art sled races, a major pottery studio, and other events and happenings. Improvements at Powderhorn will reinforce the value of this cultural space.

Additional Information

No additional information offered.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK38 Sibley Field Park Implementation

Project Details:

Project Start Date: June 1, 2019
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: June 1, 2021
Department Priority: 4
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 1900 East 40th Street
City Sector: South
Affected Neighborhoods: Standish
Affected Wards: 12

Project Description:

This project will implement a variety of recreational improvements at Sibley Park in the Standish Neighborhood, as called for in the South Service Area Master Plan. The requested funding in 2021 is a continuation of funding requested in 2020 for a single phase one implementation of the master plan. The exact improvements to be implemented are likely to be the construction of new play areas and a wading pool to replace significantly outdated amenities. Final decisions will be made through involvement of the community in a scoping exercise once the project initiates.

The master plan calls for moderate changes at Sibley. It reorganizes the main play area and creates more space for playground and wading pool by decommissioning a tennis court. The large athletic field is maintained, but a different balance of use is proposed by the decommissioning of two ball diamonds and expansion of multi-use field space. Walking trails would be improved, and a welcoming promenade would be built between the play and sports areas.

Sibley Park improvements have been separated into a new project because the total multi-year request is greater than $1,100,000. The scale of certain projects suggests they should be considered individually by CLIC.

Purpose and Justification:

Sibley Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented. During implementation of equity metrics into the new CIP, MPRB decided to honor previous allocations in the CIP, regardless of ranking, in order to keep its promise to the community. Sibley previously had allocations for a playground renovation and wading pool upgrade. These projects remained in the CIP.

The exact facilities to be implemented will be determined through a participatory community process by which users and residents can help decide what is built in the park in phase one. The Sibley Master Plan does not envision extraordinary change, so it is likely implementation will focus on play areas and the wading pool.

Project Visuals and Map:

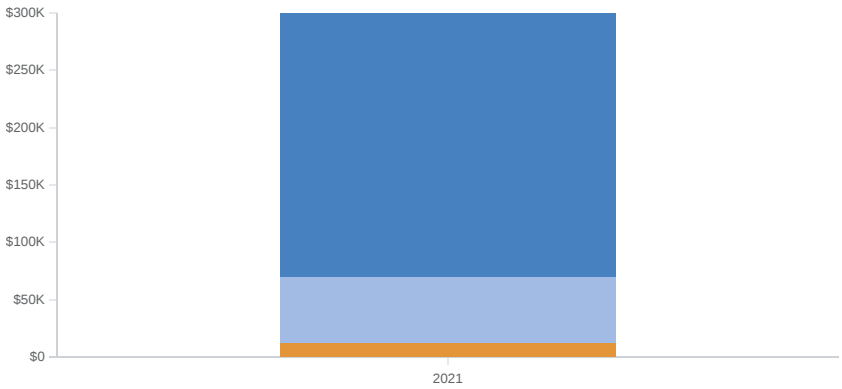


Proposed Plan: Sibley

Project Cost Breakdown

PRK38

Updated 2 weeks ago



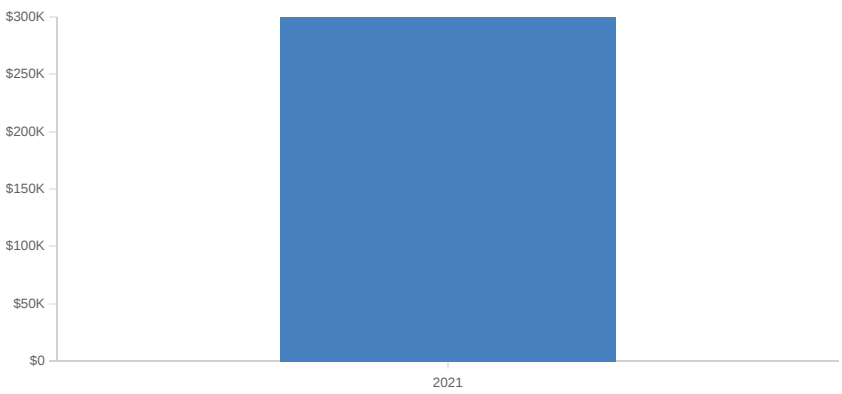
$300,000.00

Expenses in 2021

Department Funding Request

PRK38

Updated 2 weeks ago



$300,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No grants are associated with this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project: None.

Does the project support redevelopment opportunity that without the project would be infeasible?
No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The park is adjacent to the RiverLake Greenway (40th Street). The project may include sidewalk and/or trail improvements within the park area.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements occur within the park boundary, not in right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance: $26,000, assuming the playground and wading pool are implemented
Is this request for new or existing infrastructure? Reconstruction of existing facilities
What is the expected useful life of the project/Improvement? 20 years for playground, 40 years for wading pool
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The South Service Area Master Plan included calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
It is most likely that the project will involve replacement of play grounds and the wading pool, in which case operating costs will likely decrease as a result of lower maintenance burden of newer facilities.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2020. The community engagement and design process will likely continue throughout 2020, with construction taking place in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Though Sibley Park does not sit in a neighborhood threatened with gentrification, MPRB will strive to be aware of these forces in all neighborhoods.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Sibley Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Sibley's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Area residents regularly visit the park by foot and by bicycle. Improvements here will show a commitment to high quality public infrastructure.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. At Sibley new playgrounds and a new aquatic facility that includes full accessibility will create exciting, healthy play opportunities for all children, regardless of ability. By designing these new facilities, MPRB can increase the challenge and creativity embedded in park design, encouraging children to test their limits and problem-solve together.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

In addition to this funding request, MPRB has allocated $86,634 in park dedication fees to implement expanded and enhanced amenities in the park.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK39 Whittier Park Implementation

Project Details:

Project Start Date: January 1, 2020
Ongoing Program: Y/N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2021
Department Priority: 6
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 425 West 26th Street
City Sector: Southwest
Affected Neighborhoods: Whittier
Affected Wards: 10

Project Description:

This project will implement a variety of recreational improvements at Whitter Park. The requested funding in 2020 is for a single phase one implementation of the forthcoming master plan for the park. The exact improvements to be implemented are not currently known, because MPRB is part-way through creating a vision for the park through the Southwest Service Area Master Plan, and will then involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

MPRB expects completion of the Southwest Service Area Master Plan in mid-2019, in advance of fulfillment of this funding request. This request is not large enough to implement all elements likely to be envisioned in the master plan. Future funding—likely including private or grant funds—will be necessary to implement a phase two project.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Whittier, but it could be used for a variety of recreational improvements, based on community input.

Whittier Park improvements have been separated into a new project because the total multi-year request is greater than $1,060,000. The scale of certain projects suggests they should be considered individually by CLIC.

Purpose and Justification:

Whittier Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Whittier Park is included in the Southwest Service Area Master Plan, which is currently underway. Whittier Park's 2018 NPP20 ranking is #16. Whittier also previously had funds set aside for playground improvements under a previous PRK02 request. Additional funds were allocated to the park based on its high equity ranking.

Project Visuals and Map:



Project Cost Breakdown

Finance & Property Services will update.

Department Funding Request

Finance & Property Services will update.

Partnerships

Have Grants for this Project been secured?
No grants will be used for this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Internal park sidewalks may be included in the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within the park area, not within right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance: Dependent on facilities implemented
Is this request for new or existing infrastructure? Likely a combination of new and existing
What is the expected useful life of the project/Improvement? 20-40 years, depending on facility type.
Year that Operating Incr/(Decr) will take effect? 2021 or 2022
What is the estimated annual operating cost increase or (decrease) for this project? Unknown until project is scoped.
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: None

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new restroom building or sports dome will have significant increases. The Southwest Service Area Master Plan will include calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or seeking new funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2020, once the Southwest Service Area Master Plan is complete. The community engagement and design process will likely continue throughout 2020. Depending on the actual scope of improvements, construction could begin in late 2020, but would more likely occur in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Whittier Park is located in a neighborhood threatened with gentrification and displacement. A major renovation here could raise fears of exacerbating that reality. Throughout the implementation process, ongoing coordination between MPRB and the City around housing and neighborhood stability will be critical.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Whittier Park master plan is being driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. It is likely Whittier's master plan will follow suit. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Whittier is a major destination well connected to pedestrian routes, bicycle connections, and transit, due to its proximity to Lyndale Avenue and the 26th/28th Street Bikeways.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Though it is not yet known what will be built at Whittier Park, youth is at the center of the design process, due to the very active recreation center and adjacent public school. It is highly likely the plan and the phase 1 implementation will include a variety of fun and exciting play options for youth.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

No additional information provided.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK40 Elliot Park Implementation

Project Details:

Project Start Date: January 1, 2023
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2024
Department Priority: 12
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 1000 East 14th Street
City Sector: Downtown
Affected Neighborhoods: Elliot Park
Affected Wards: 6

Project Description:

This project will implement a variety of recreational improvements at Elliot in downtown Minneapolis. The requested funding in 2023 and 2024 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Downtown Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one. The master plan for Elliot Park calls for retaining and enhancing the western portion of the park, which is home to a synthetic turf athletic field and skate park, while significantly revising the eastern end. A new winter skating venue and community gardens feature in the master plan, along with re-constructed play areas and a water play area.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Elliot, but it could be used for a variety of recreational improvements, based on community input.

Elliot Park improvements have been separated into a new project because the total multi-year request is greater than $1,100,000. The scale of certain projects suggests they should be considered individually by CLIC.

Purpose and Justification:

Elliot Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Elliot Park's 2019 NPP20 ranking is #33. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

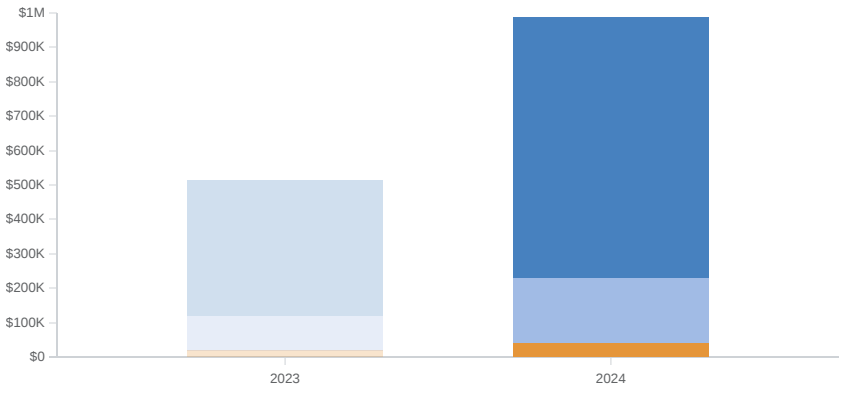
Project Visuals and Map:



Project Cost Breakdown

PRK40

Updated 2 weeks ago



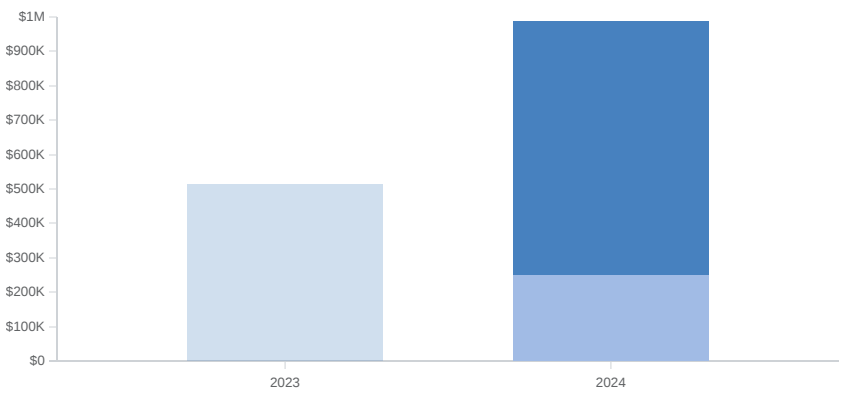
$988,000.00

Expenses in 2024

Department Funding Request

PRK40

Updated 2 weeks ago



$988,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No grants will be included in this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland, not right-of-way

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on exact facilities implemented
Is this request for new or existing infrastructure?
Likely a mix of new and existing facilities
What is the expected useful life of the project/Improvement? 20-40 years, depending on facilities
Year that Operating Incr/(Decr) will take effect? 2025
What is the estimated annual operating cost increase or (decrease) for this project?
Dependent on facilities implemented
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new recreation center or sports dome will have significant increases. The Downtown Service Area Master Plan includes calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or additional funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2023, once funding becomes available. The community engagement and design process will likely continue throughout 2023. Construction would likely begin in 2024 and, depending on the complexity of the project, could continue into 2025.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Elliot Park is located in a neighborhood threatened with gentrification and displacement. The implementation of a major, high quality facility there could raise fears of exacerbating that reality. Throughout the implementation process, ongoing coordination between MPRB and the City around housing and neighborhood stability will be critical.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Elliot Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Elliot's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Elliot Park, located at the edge of downtown Minneapolis is well connected to pedestrian routes, bicycle connections, and transit. Implementation of major infrastructure at Elliot signals that the City values these neighborhoods on the fringe of the major downtown developments and wants to see them succeed.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The Elliot Master Plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who include large percentages of Somali and East African people. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at Elliot will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

A minor modification from last year's request is necessary for overall MPRB CIP balancing. A greater portion of project funding is requested in 2024, and some funds have been shifted to Capital Levy in 2024 to help streamline project closeout. MPRB does not anticipate a project delay as a result of this funding shift.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK41 East Phillips Park Master Plan and Implementation

Project Details:

Project Start Date: January 1, 2022
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2026
Department Priority: 10
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 2307 S 17th Ave.
City Sector: South
Affected Neighborhoods: East Phillips
Affected Wards: 9

Project Description:

This project will implement a variety of recreational improvements at East Phillips Park in south Minneapolis. Funding is requested in two separate years: 2022 and 2025. The 2022 funding ($428,000) was previously requested while the 2025 funding ($970,000) is part of MPRB's efforts to normalize funding across projects of similar types (see Purpose and Justification). Approximately 40% of the 2022 funding would be used to create a community-driven master plan for the park, with the remainder of that year's funding and the entirety of the 2025 funding used to implement improvements called for in that master plan.

The South Service Area Master Plan (SSAMP), adopted by the Board of Commissioners in 2016, did include East Phillips and did produce initial concepts for the park. However, it was the community's recommendation to not include a master plan for the park because the existing facilities were still so new. East Phillips was considered a "special case" park in the SSAMP. Specifically, the SSAMP says: "a full master plan for the park will be performed at which time the first major asset in the park needs replacement. This is expected to be the artificial turf fields around 2020. Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP."

East Phillips improvements have been separated into a new project with the addition of the 2025 funding request because the total multi-year request is greater than $1,100,000. The scale of this project suggests it should be considered individually by CLIC.

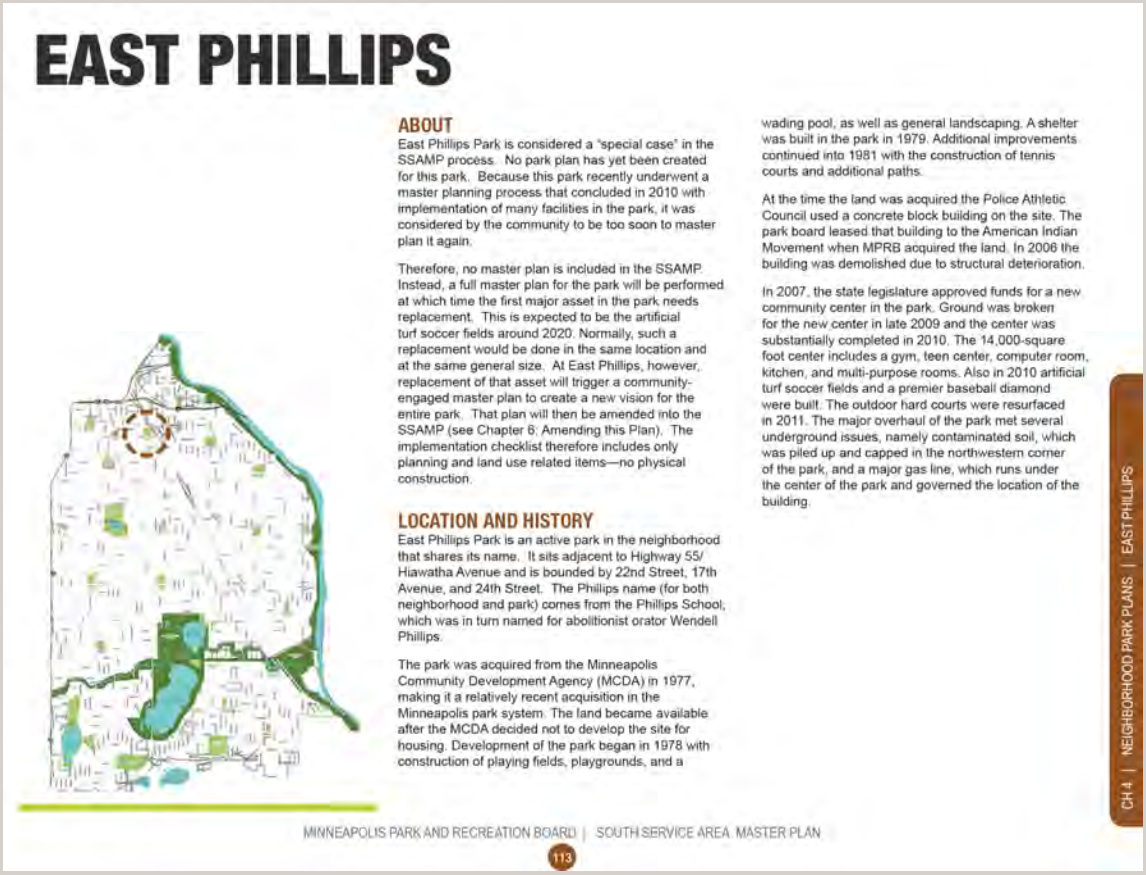
Purpose and Justification:

East Phillips Master Plan and phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP.

East Phillips Park's 2019 NPP20 ranking is #12. This high ranking initially placed funding into the CIP for 2022. Because the South Service Area Master Plan includes special direction for this park, that funding was always envisioned as paying for both a master plan and initial improvements.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and developed a system for determining the relative scale of investments, based on size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks, including East Phillips, that have been under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 CIP year is considered a "normalization year," wherein additional funds are provided to certain parks. It is for this reason that East Phillips is being provided a second allocation in 2025, to continue implementation that will begin in 2022. More detailed information will be provided to CLIC along with MPRB's presentation of its request in 2020.

Project Visuals and Map:



EAST PHILLIPS

ABOUT

East Phillips Park is considered a "special case" in the SSAMP process. No park plan has yet been created for this park. Because this park recently underwent a master planning process that concluded in 2010 with implementation of many facilities in the park, it was considered by the community to be too soon to master plan it again.

Therefore, no master plan is included in the SSAMP. Instead, a full master plan for the park will be performed at which time the first major asset in the park needs replacement. This is expected to be the artificial turf soccer fields around 2020. Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community-engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP (see Chapter 6: Amending this Plan). The implementation checklist therefore includes only planning and land use related items—no physical construction.

LOCATION AND HISTORY

East Phillips Park is an active park in the neighborhood that shares its name. It sits adjacent to Highway 55/ Hiawatha Avenue and is bounded by 22nd Street, 17th Avenue, and 24th Street. The Phillips name (for both neighborhood and park) comes from the Phillips School, which was in turn named for abolitionist orator Wendell Phillips.

The park was acquired from the Minneapolis Community Development Agency (MCDA) in 1977, making it a relatively recent acquisition in the Minneapolis park system. The land became available after the MCDA decided not to develop the site for housing. Development of the park began in 1978 with construction of playing fields, playgrounds, and a wading pool, as well as general landscaping. A shelter was built in the park in 1979. Additional improvements continued into 1981 with the construction of tennis courts and additional paths.

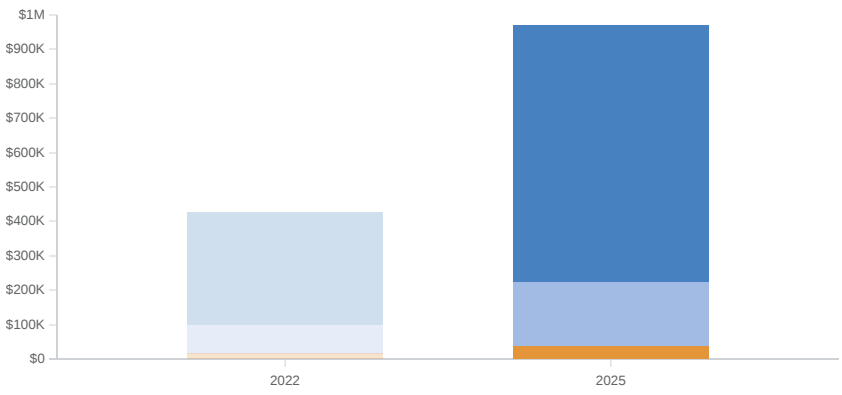
At the time the land was acquired the Police Athletic Council used a concrete block building on the site. The park board leased that building to the American Indian Movement when MPRB acquired the land. In 2006 the building was demolished due to structural deterioration.

In 2007, the state legislature approved funds for a new community center in the park. Ground was broken for the new center in late 2009 and the center was substantially completed in 2010. The 14,000-square foot center includes a gym, teen center, computer room, kitchen, and multi-purpose rooms. Also in 2010 artificial turf soccer fields and a premier baseball diamond were built. The outdoor hard courts were resurfaced in 2011. The major overhaul of the park met several underground issues, namely contaminated soil, which was piled up and capped in the northwestern corner of the park, and a major gas line, which runs under the center of the park and governed the location of the building.

Project Cost Breakdown

PRK41

Updated 2 weeks ago



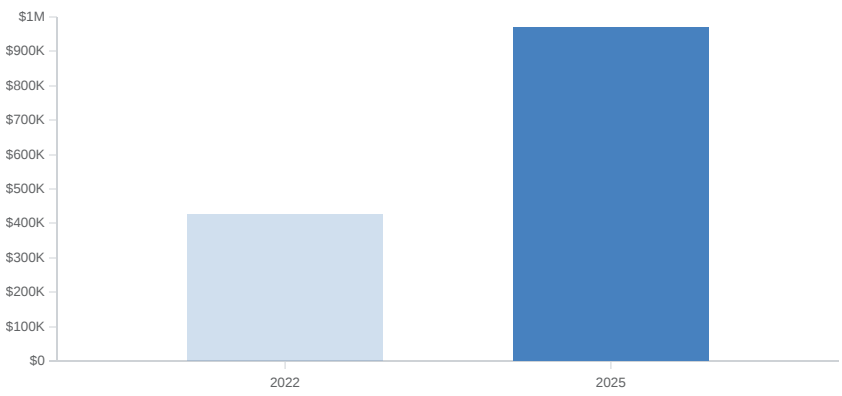
$970,000.00

Expenses in 2025

Department Funding Request

PRK41

Updated 2 weeks ago



$970,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No grants will be included in this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in the project, dependent on master plan outcomes and prioritization of improvements,

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland, not right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on exact facilities implemented
Is this request for new or existing infrastructure?
Likely a mix of new and existing facilities
What is the expected useful life of the project/Improvement? 20-40 years, depending on facilities
Year that Operating Incr/(Decr) will take effect? 2023, then again in 2026
What is the estimated annual operating cost increase or (decrease) for this project?
Dependent on facilities implemented
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new recreation center or sports dome will have significant increases. The South Service Area Master Plan includes calculations on likely operations increases for a variety of typical park elements. The master plan, to be completed in 2022, will provide more specific information on operating costs. After the master plan and prior to construction, MPRB staff will scope the 2022-funded construction project. MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or additional funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
The master plan, including community engagement, will initiate and be completed in 2022, followed quickly by construction project scoping. Schematic and final design will take place in 2023, with construction initiating possibly in late 2023 and continuing through 2024. The larger of the two construction projects will begin in 2025 with community engagement around project prioritization, scoping, and design. Construction will likely begin in 2026 and possibly continue (depending on the complexity of the project) through 2027. Due to the short window between the two construction projects, MPRB will consider which elements will be built in 2023 and which in 2026, to ensure the same area of th park is not disturbed twice in rapid succession.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the East Phillips Park master plan will be driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Many park master plans (and MPRB expects similarities when East Phillips's is completed) call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. East Phillips Park is located in a highly diverse neighborhood with significant economic challenges. It is blocks from the Little Earth community and in an area that has seen recent use by people experiencing homelessness. Implementation of major infrastructure at East Phillips Park, based on a master plan that all community members are empowered to participate in, signals that the City values these neighborhoods on the fringe of the major downtown developments and wants to see them succeed.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. East Phillips Park serves as a major recreational hub for a diverse community, especially for active sports like soccer and basketball. The master plan will engage with youth in and around the park and in the community at large, focusing specifically on Native, Latinx, and Somali individuals, who regularly use the park today but who have previously expressed different needs and concerns. The goal of the master plan and resultant improvements will be to ensure quality recreation spaces for the diverse youth of the area.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

In addition to this request, $425,000 is requested in 2025 under PRK02. This Capital Levy funded work is part of MPRB's playground rehabilitation program, which targets investments based on equipment longevity and overall quality.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK42 Farview Park Implementation

Project Details:

Project Start Date: January 1, 2023
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2024
Department Priority: 11
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 621 N 29th Ave.
City Sector: North
Affected Neighborhoods: Hawthorne
Affected Wards: 5

Project Description:

This project will implement a variety of recreational improvements at Farview Park in north Minneapolis. The requested funding in 2023 and 2024 is for a single phase two implementation of the adopted master plan for the park (a recently completed playground project was phase one). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one. The master plan for Farview Park does not call for significant change in the park, mainly because its primary features--a tall hill for which the park is named, and a large synthetic turf athletic field--are well loved. Many existing facilities will be enhanced, including basketball courts, play area, wading pool, outdoor gathering spaces, and multi-use field. New pathways will connect the whole park, even providing an accessible route to the top of the hill, so all can enjoy that exceptional view.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase three. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Farview, but it could be used for a variety of recreational improvements, based on community input.

Funding was previously requested for Farview at a lower amount. The increase requested here is due to MPRB's efforts to normalize funding amounts (See Purpose and Justification). That additional funding caused this project to be separated from the general PRKCP project into a new project because the total multi-year request is now greater than $1,100,000. The scale of this project suggests it should be considered individually by CLIC.

Purpose and Justification:

Farview Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Farview Park's 2019 NPP20 ranking is #17. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and developed a system for determining the relative scale of investments, based on size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks, including Farview, that have been under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 CIP year is considered a "normalization year," wherein additional funds are provided to certain parks. However, some parks were funded earlier that 2025, so that funding could be aligned in order to limit disruption and create efficiencies. It is for this reason that Farview's 2023 request is being increased and extended to 2024. More detailed information will be provided to CLIC along with MPRB's presentation of its request in 2020.

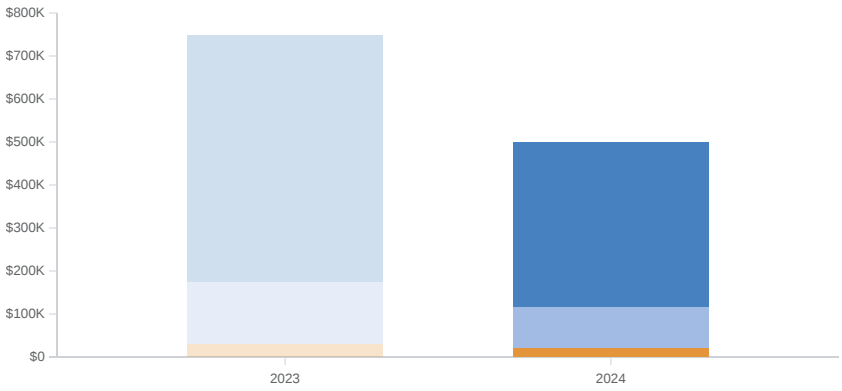
Project Visuals and Map:



Project Cost Breakdown

PRK42

Updated 2 weeks ago



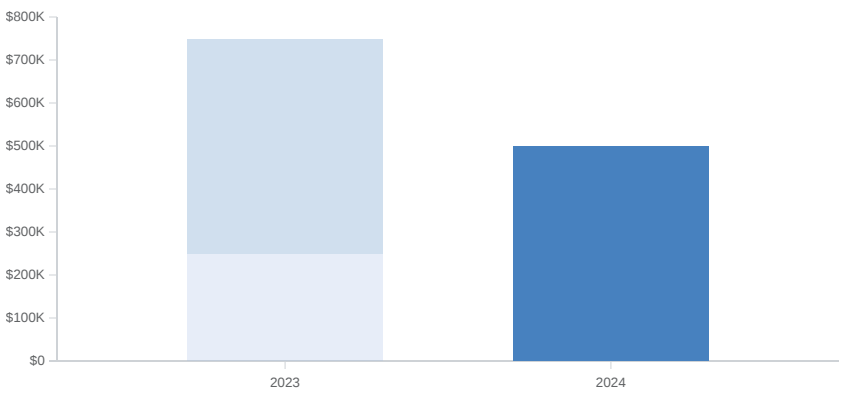
$500,000.00

Expenses in 2024

Department Funding Request

PRK42

Updated 2 weeks ago



$500,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No grants will be included in this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

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Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland, not right-of-way

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on exact facilities implemented
Is this request for new or existing infrastructure?
Likely a mix of new and existing facilities
What is the expected useful life of the project/Improvement? 20-40 years, depending on facilities
Year that Operating Incr/(Decr) will take effect? 2025
What is the estimated annual operating cost increase or (decrease) for this project?
Dependent on facilities implemented
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new recreation center or sports dome will have significant increases. The North Service Area Master Plan includes calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or additional funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2023, once funding becomes available. The community engagement and design process will likely continue throughout 2023. Construction would likely begin in 2024 and, depending on the complexity of the project, could continue into 2025.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Farview Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Farview's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood. Farview Park is located within an area of concentrated poverty where more than 50% of the population are people of color (an ACP50 or RCAP). Investing in parks in areas like this shows commitment to even the most economically challenged in our community.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The Farview Park Master Plan includes numerous facilities intended for year round use by youth and teens, specifically the athletic field, which allows for high quality play of multiple sports, and the recreation center and gym, one of the larger such facilities on the north side.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

None

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MINNEAPOLIS PARK AND RECREATION BOARD

PRK43 Audubon Park Implementation

Project Details:

Project Start Date: January 1, 2024
Ongoing Program: N
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: December 31, 2025
Department Priority: 13
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: 1320 29th Ave. NE
City Sector: East
Affected Neighborhoods: Audubon Park
Affected Wards: 1

Project Description:

This project will implement a variety of recreational improvements at Audubon Park in northeast Minneapolis. The requested funding in 2024 and 2025 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one. The master plan for Audubon Park preserves the wooded areas of the park while activating them with new uses like a dog park, disc golf course, and nature play circuit. Courts are expanded and enhanced and the ball diamond is converted into a multi-use field. The play and aquatics areas would see the most change, with the pool rebuilt of improved accessibility, the addition of a splash pad area and plaza gathering space, and a new universal playground. In all, Audubon would become a center of inclusive play in the city.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Audubon, but it could be used for a variety of recreational improvements, based on community input.

Funding was previously requested for Audubon at a lower amount. The increase requested here is due to MPRB's efforts to normalize funding amounts (See Purpose and Justification). That additional funding caused this project to be separated from the general PRKCP project into a new project because the total multi-year request is now greater than $1,100,000. The scale of this project suggests it should be considered individually by CLIC.

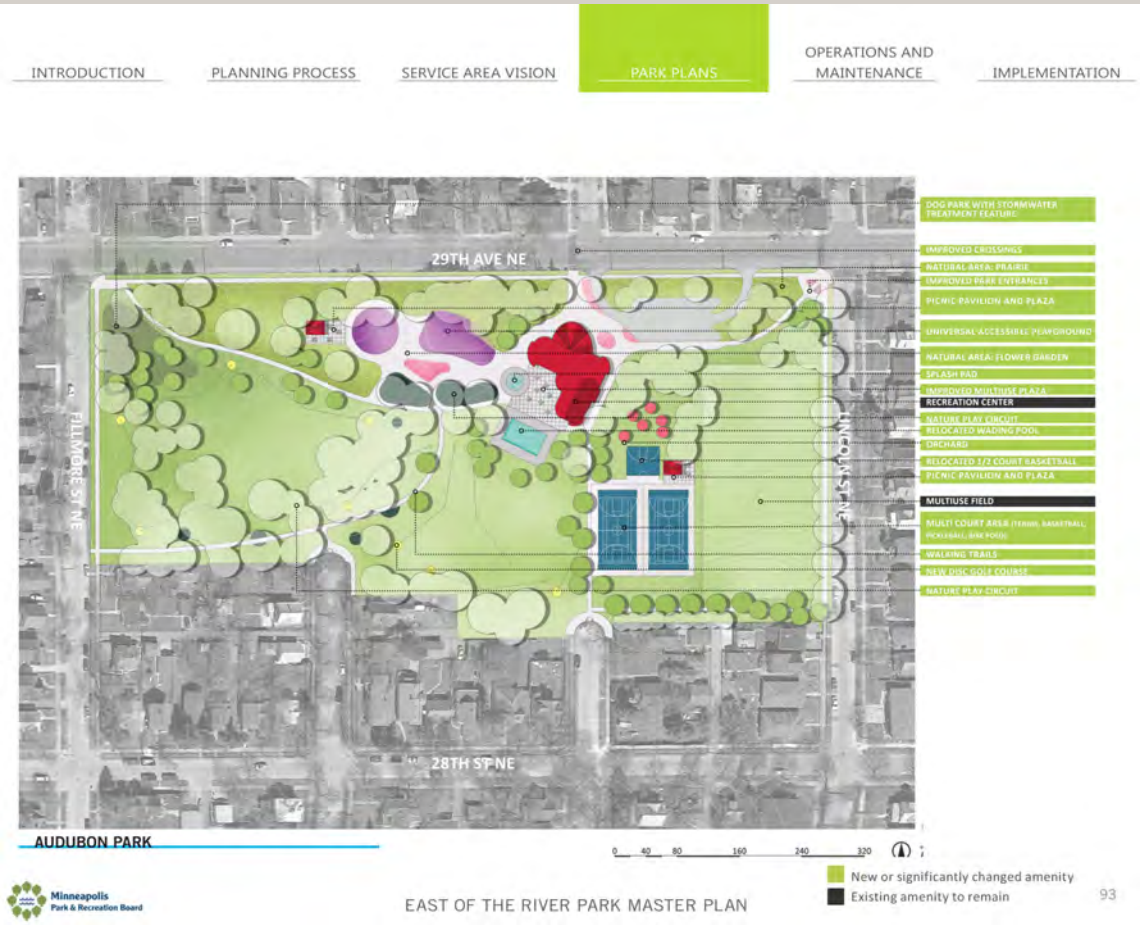
Purpose and Justification:

Audubon Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Audubon Park's 2019 NPP20 ranking is #53. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and developed a system for determining the relative scale of investments, based on size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks, including Audubon, that have been under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 CIP year is considered a "normalization year," wherein additional funds are provided to certain parks. However, some parks were funded earlier than 2025, so that funding could be aligned in order to limit disruption and create efficiencies. It is for this reason that Audubon's 2024 request is being increased and extended to 2025. More detailed information will be provided to CLIC along with MPRB's presentation of its request in 2020.

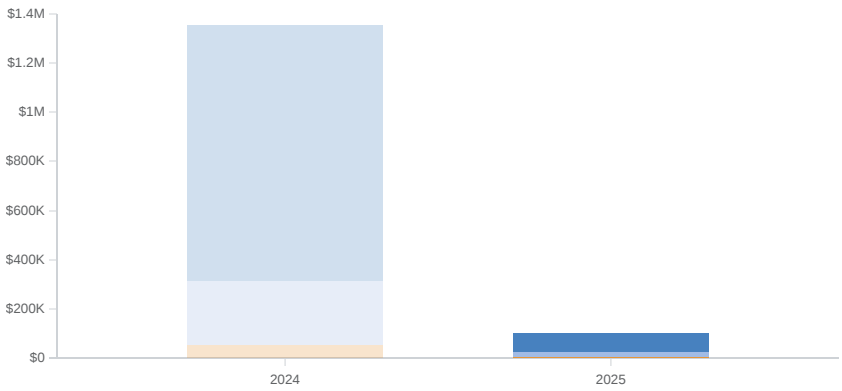
Project Visuals and Map:



Project Cost Breakdown

PRK43

Updated 2 weeks ago



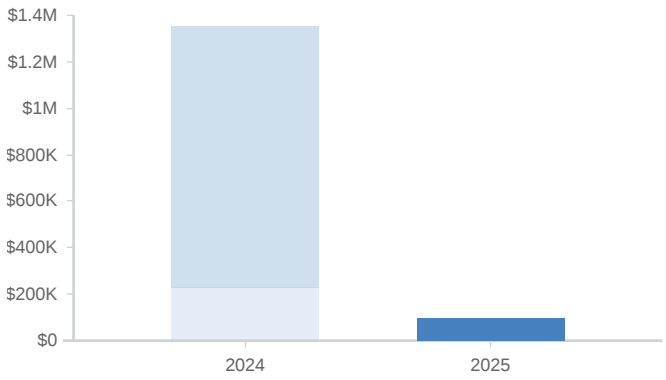
$100,000.00

Expenses in 2025

Department Funding Request

PRK43

Updated 2 weeks ago



$100,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No grants will be included in this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project will take place in the spring or summer of the funding year.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks and park trails may be included in the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements will take place within parkland, not right-of-way

Operating Impacts

Operations & Capital Asset Maintenance:
Dependent on exact facilities implemented
Is this request for new or existing infrastructure?
Likely a mix of new and existing facilities
What is the expected useful life of the project/Improvement? 20-40 years, depending on facilities
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project?
Dependent on facilities implemented
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements like a new recreation center or sports dome will have significant increases. The East of the River Park Master Plan includes calculations on likely operations increases for each element included in the master plan. Once project scoping is complete, MPRB staff will consider likely cost increases and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Through reallocation of existing resources or additional funding.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because the Audubon Park master plan was driven by community involvement, implementation of that plan will allow the public to recreate daily and in ways that meet each individual's particular needs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city. Most park master plans, including Audubon's, call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The Audubon Park Master Plan calls for specific enhancements meant to provide inclusive play for youth of all abilities. The universally designed playground, refurbished ADA-accessible wading pool, gathering plaza, and splash play area create a complex of options that ensure all kids can play together in an exciting environment.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Additional Information

In addition to this request, funding is also requested in 2022 for Audubon's playground. That PRK02 project is part of MPRB's playground rehabilitation program, which looks exclusively at facility condition and longevity.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRKCP Neighborhood Parks Capital Infrastructure

Project Details:

Project Start Date: Varies
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: Varies
Department Priority: 1
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: Multiple
City Sector: Multiple
Affected Neighborhoods: Multiple
Affected Wards: Multiple

Project Description:

This project includes a variety of major capital improvements in a variety of parks, which are primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, these major new or increased-budget projects are being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

MPRB has developed an equity metric for selection of parks that would receive new or enhanced funding under NPP20. In order to honor already planned projects, MPRB's 2020-2025 CIP includes projects already in the CIP, as well as new projects selected through the equity criteria. Parks in which a playground, wading pool, or athletic field is the ONLY planned improvement are requested under PRK02, PRK03, and PRK04, respectively. Most of these improvements were already in the CIP and have therefore been retained for funding. More comprehensive park improvement projects with a variety of activities are included in PRKCP. Additionally, a series of targeted rehabilitation types are requested under PRKRP. Previously, CLIC expressed concerns that some projects included in PRKCP were too large to be subsumed into such a large funding request. The stated concern was that larger projects should be discussed and reviewed by CLIC individually, rather than in concert with the overall PRKCP funding request. To address this concern, MPRB has extracted from PRKCP the improvements in any park where more than $1,100,000 is being requested. These projects now have their own project numbers.

The exact facilities to be implemented at each park are based on service area master plans, which create visions for the recreational future of every neighborhood park in the city. The South, Downtown, North, and Northeast/Southeast (East of the River) master plans are complete, and Southwest has achieved a Community Advisory Committee recommendation and is currently in the midst of a 45+ day public comment period. Once a master plan is complete and a funding allocation is made, MPRB begins a participatory community process by which users and residents can help prioritize what is built in the park. A requested

Purpose and Justification:

This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as a whole. This project and its many and varied park improvements will improve safety and accessibility, upgrade worn and outdated park assets, and transform parks to better meet the needs of today's population.

The purpose and justification of each individual park improvement is based on two factors: the equity metric and the park master plan. These two factors work together to ensure that those parks with the greatest need are addressed first, and that the improvements being made are in line with community desires. The equity metric uses empirical data to establish an "equity ranking" for each park. The data look at both the community characteristics around the park and the assets in the park (including historic investment in the park). Rankings of specific projects included in this request are shown below under “Additional Information.” Once a park has been identified for funding, the approved master plan determines the general amount of funding.

This project will allow MPRB to more equitably meet the needs of the community as a whole, by focusing early attention on those parks where there is the most need, but also by implementing improvements the community wants.

allocation for a particular park will not generally complete that park's master plan, and should be considered a phase one implementation. The community process considers which of those elements included in the adopted master plan should be built right away. The scoping process also considers phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that requests under PRKCP are not specifically defined as to exactly what will be constructed. Requested funding would not move from one park to another, but it could be sued for a variety of recreational improvements, based on community input.

PRKCP also includes projects that use the MPRB Capital Levy.

Project Visuals and Map:

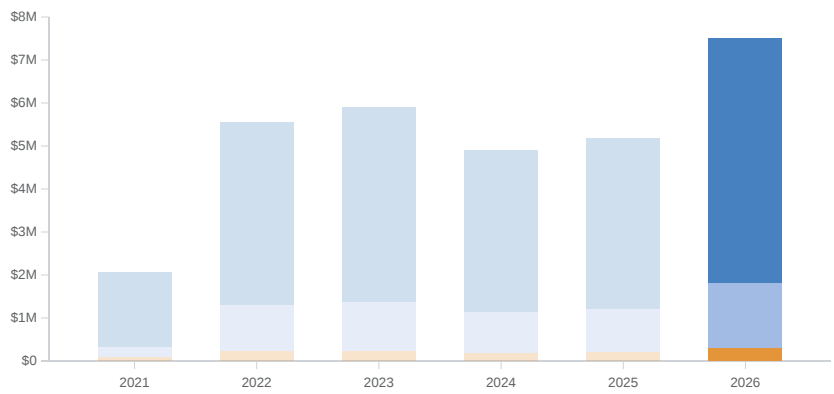


PROPOSED PLAN: HALL PARK

Project Cost Breakdown

PRKCP

Updated 2 weeks ago



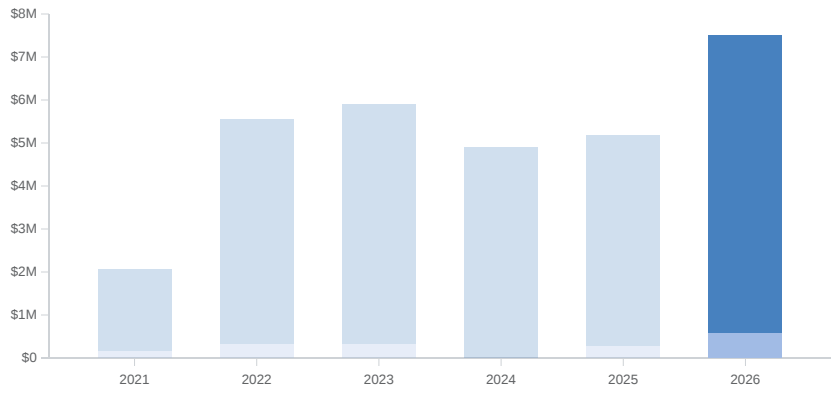
$7,516,000.00

Expenses in 2026

Department Funding Request

PRKCP

Updated 2 weeks ago



$7,516,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No grant funds are associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review will take place in the spring or summer of implementation years.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Varies. Projects will not specifically improve transit and pedestrian experience beyond the park boundaries.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Park trails and sidewalks may be included in projects.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
All improvements take place within park boundaries.

Operating Impacts

Operations & Capital Asset Maintenance: Varies depending on facilities implemented
Is this request for new or existing infrastructure? Likely a mix of new and existing
What is the expected useful life of the project/Improvement? 20-40 years, depending on facility type
Year that Operating Incr/(Decr) will take effect? Varies
What is the estimated annual operating cost increase or (decrease) for this project? Varies, depending on facility implemented
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $4,752,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
In those areas where service area master plans have been completed (South and Downtown), comprehensive analysis of maintenance impacts were calculated. This calculation was based on real-world assessments of costs to maintain existing facilities drawn from MPRB's system as well as national models. Each master planned park includes a maintenance cost change estimate at full build out. For instance: conversion of a wading pool to splash pad will result in a $20,000 annual maintenance cost increase--the result of a $15,000 annual credit for removing the wading pool and a $35,000 add for the splash pad. Playgrounds, conversely, will see no maintenance increase nor decrease, because though newer equipment is easier to maintain, those maintenance allocations must be shifted elsewhere in the system to cover other aging infrastructure.

An overall maintenance change number has not been provided for PRKCP, however, because the details of many projects are unknown. In some cases, parks may see increased maintenance costs while at others there may be decreases (for instance, at parks that will have fewer diamonds and larger multi-use field areas). Though a comprehensive maintenance cost accounting has not been provided to CLIC under this project, MPRB operations and planning staff are working together to ensure proper maintenance allocations when individual improvements are implemented, using the service area master plans as a guide.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts remaining.

<u>2018 Bond projects</u>
Bassett's Creek Park (2017 and 2018 funds): The western playground is complete and open to the public. A project focusing on the eastern portion of the park has completed design and community engagement and is out to bid. Construction is expected in 2020. Remaining unspent bonds: $485,000
Jordan Park: This project is just getting underway and community engagement will take place in 2020 with construction in 2021. Remaining unspent bonds: $1,195,000
Lovell Square (2018 and 2019 funding): Community engagement and design is complete and project has completed the bid process. Construction in 2020. Remaining unspent bonds: $352,000
Peavey Park: This project is complete and open to the public and all bonds have been spent.
Perkins Hill Park: Community engagement and design is complete and project has completed the bid process. Construction in 2020. Remaining unspent bonds: $307,400
Phelps Park (2018 and 2019 funding): This project has completed community engagement and design. Construction is expected to begin mid-summer 2020. Remaining unspent bonds: $657,550
Stewart Park: Community engagement is nearing completion. Construction expected in 2020. Remaining unspent bonds: $240,000

<u>2019 Bond projects</u>
Farwell Park: This project has not yet been initiated and may be deliberately delayed due to external factors. Remaining unspent bonds: $264,100
Painter Park: This project has not yet been initiated and may be deliberately delayed due to external factors. Remaining unspent bonds: $200,000
Victory Park: Community engagement is complete and the existing wading pool has been demolished. Final designs and construction plans will be executed in 2020 and construction will begin in 2021. Remaining unspent bonds: $690,000

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
In cases where new infrastructure will be implemented, MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that park's score will increase, pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

Replace and Invest Contingency: All 2017 and 2018 bonds have been allocated to projects and fully spent. All 2019 funds have been allocated to projects, two of which are not yet complete (though are under construction): Lyndale Farmstead building improvements and Currie Park. Remaining unspent bonds: $361,000.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Project schedules may vary significantly depending on the size of allocation, the specific improvements envisioned, and the scale of change in the park. In general, all projects will require 6-8 months of community engagement, which can happen in concert with design development. At the conclusion of community engagement, construction plans for bidding are prepared and the project is bid for construction. MPRB works to limit inconvenience to the community during construction, and may occasionally phase construction across two calendar years. Construction scheduling is determined by the project manager in consultation with the community.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Moving funding from year to year will affect staff ability to implement projects. Because significant work is included in PRKCP, modifying funding years will create "pinch-points" in the design and community engagement process and will delay projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. This project will decommission a wide variety of facility types and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service. Parks may be improved in neighborhoods threatened with gentrification and displacement. The implementation of major, high quality facilities there could raise fears of exacerbating that reality. Throughout the implementation process, ongoing coordination between MPRB and the City around housing and neighborhood stability will be critical.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal and implementation of new amenities are important in meeting current and future needs for park infrastructure, which is a critical aspect of the city.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. All the activities included in this project will create or improve outdoor facilities devoted to sports, fitness, strength development, social interaction, calmness amidst nature, cooperation amongst children, and other healthy activities.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process.

Additional Information

The following chart documents parks in which improvements will take place, including anticipated funding years and sources (2020-2025) MPRB Neighborhood Park Capital Program). Though the PRKCP project previously was used for MPRB's capital levy funded rehabilitation and special projects, it now includes major projects added as part of the NPP20 agreement (as long as the park-specific allocations are below $1,100,000). The bulk of the funding comes from Net Debt Bonds with some capital levy (see the PRKRP project for NPP20-funded rehabilitation projects).

Selection of nearly all these projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance. Equity rankings are re-calculated each year. The 2020-2025 CIP is built on rankings calculated in 2019. Each park's 2019 equity ranking is included in the chart for reference (in parentheses after the park name). The lowest numbers demonstrate higher need.

In order to ensure projects move forward in a timely fashion, MPRB is requesting a contingency factor under PRKCP. This "Replace and Invest Contingency" (R&I Contingency) will be used for project construction, to close the gap on site unknowns, increased bid amounts, and other construction-related factors out of MPRB control. The most significant reason for project delays is bidding issues. The contingency will only be used when necessary, and unspent contingency will be used to originate new projects in later years. The contingency constitutes 10% of the total project-based allocations in the MPRB CIP. Note that some parks that previously appeared in PRKCP have been moved to their own projects and therefore do not appear any longer below.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and developed a system for determining the relative scale of investments, based on size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks that have been under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 CIP year is considered a "normalization year," wherein additional funds are provided to certain parks. Few new parks were brought into the CIP in 2025 in order to square-up parks that were previously under-funded. In some cases (see Cleveland Park below) the normalization funding came earlier in order to ensure a single project can be completed at once. More detailed information will be provided to CLIC along with MPRB's presentation of its request in 2020.

2021
Corcoran (47): $727,150 Net Debt Bonds
Hall (19): $393,625 Net Debt Bonds
Sumner Field (2): $100,000 Net Debt Bonds
R&I Contingency: $680,000 Net Debt Bonds
Community Garden Fund: $75,000 Capital Levy
The Mall (120): $89,279 Capital Levy

2022
Cedar Avenue Field (11): $600,000 Net Debt Bonds
Folwell (7): $1,000,000 Net Debt Bonds
Franklin Steele (67): $740,000 Net Debt Bonds
Harrison (15): $390,775 Net Debt Bonds
Murphy Square (28): $200,000 Net Debt Bonds
Riverside (9): $1,060,000 Net Debt Bonds
Smith Triangle (101): $231,525 Net Debt Bonds
Willard (3): $330,125 Net Debt Bonds.
R&I Contingency: $680,000 Net Debt Bonds
Community Garden Fund: $75,000 Capital Levy
The Mall (120): $258,011 Capital Levy

2023

Bethune (31): $735,000 Net Debt Bonds
Bohanon (13): $1,000,000 Net Debt Bonds
Cleveland (24): $950,000 Net Debt Bonds (increased for funding normalization--see above)
Cottage (26): $500,000 Net Debt Bonds
Farview (17): $850,000 Net Debt Bonds
Glen Gale (32): $600,000 Net Debt Bonds
Harrison (15): $450,000 Net Debt Bonds and $250,000 Capital Levy
Willard (3): $669,875 Net Debt Bonds
R&I Contingency: $680,000 Net Debt Bonds
Community Garden Fund: $75,000 Capital Levy
NOTE: Farview, previously funded in 2023, saw a funding increase as part of funding normalization--see above--that led to establishment of a stand-alone project (PRK42)

2024
Beltrami (69): $490,000 Net Debt Bonds (some funding previously requested in 2024 was moved to 2025)
Jackson Square (37): $700,000 Net Debt Bonds
Lyndale School Pool (1): $931,000 Net Debt Bonds
Shingle Creek (61): $1,050,000 Net Debt Bonds.
St. Anthony (40): $1,050,000 Net Debt Bonds
R&I Contingency: $680,000 Net Debt Bonds
NOTE: Audubon, previously funded in 2023, saw a funding increase as part of funding normalization--see above--that led to establishment of a stand-alone project (PRK43)
NOTE: Russell Triangle, previously funded in 2023, was eliminated from MPRB's adopted CIP

2025
Beltrami (69): $565,000 Net Debt Bonds
Hall (19): $250,000 Net Debt Bonds (second allocation to this park under funding normalization--see above)
Logan (39): $979,850 Net Debt Bonds
Stewart (6): $830,000 Net Debt Bonds and $270,000 Capital Levy (second allocation to this park under funding normalization--see above)
Sumner (2): $600,000 Net Debt Bonds (second allocation to this park under funding normalization--see above)
Central Gym (21): $700,000 Net Debt Bonds (second allocation to this park under funding normalization--see above)
Whittier (27): $300,000 Net Debt Bonds (second allocation to this park under funding normalization--see above)
R&I Contingency: $680,000 Net Debt Bonds

2026
MPRB has not yet adopted a 2026 CIP. The current MPRB 6-year CIP includes the 2020 through 2025 years. For the purposes of this request, MPRB is estimating the following types of expenditures:
Logan Park (39) completion of the 2025 request: $420,000
R&I Contingency: $680,000 Net Debt Bonds
Various park projects to be determined (some of which may become stand-alone projects): $5,832,000 Net Debt Bonds and $584,000 Capital Levy

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MINNEAPOLIS PARK AND RECREATION BOARD

PRKDT Diseased Tree Removal

Project Details:

Project Start Date: January 1, 2021
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: Ongoing
Department Priority: 15
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: Throughout city
City Sector: All
Affected Neighborhoods: All
Affected Wards: All

Project Description:

This project entails removal of diseased trees from private property, outside of public street right of ways and other public lands. Invasive pests such as Dutch Elm disease and Emerald Ash Borer can, and have, wiped out whole regions of certain species, and more pests are threatening our region. Prompt removal is one of the best methods of control by proactively preventing spread of a disease from an already infected host.

Purpose and Justification:

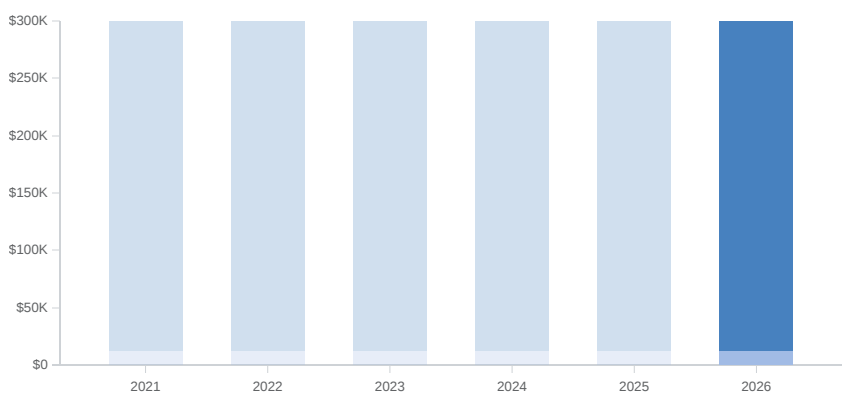
This project is an extremely important part of the tool box for controlling tree diseases, and protecting our urban forest. Trees are desirable for both practical and aesthetic reasons, and are a major and important part of the city's urban infrastructure due to their many positive impacts on the environment and our community. Their primary benefits include: mitigating global warming by reducing Green House Gases, storing and sequestering carbon dioxide, improving air quality, removing pollution, increasing energy savings through shade and windbreaks, intercepting rainfall, providing stormwater rate control, and reducing pavement temperature and the heat island effect . The urban forest also provides wildlife habitat and social and psychological benefits to residents.

Trees also increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees. Diseased trees can be a serious safety threat once a tree transitions into a weakened state. Diseased trees may look safe on the exterior, but can easily fall over from even a slight force, such as wind or impact, causing severe damage and a threat to public safety.

Project Cost Breakdown

PRKDT

Updated 2 weeks ago



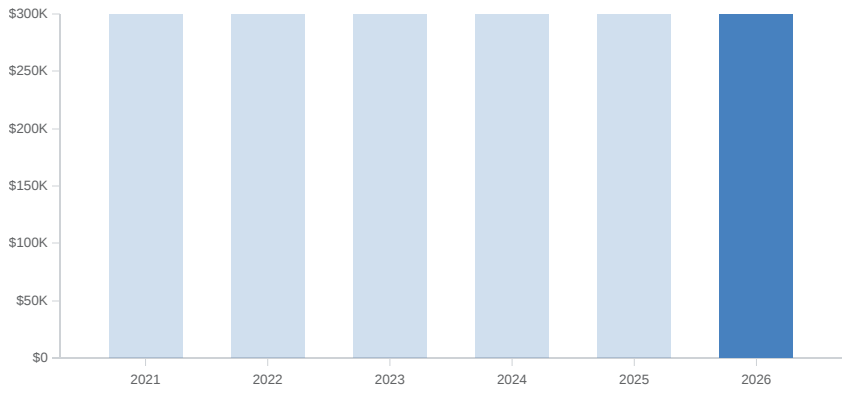
$300,000.00

Expenses in 2026

Department Funding Request

PRKDT

Updated 2 weeks ago



$300,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No grants are associated with this project

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Urban forests, natural areas, and waters that endure and captivate.

Goal: Sound management techniques provide healthy, diverse, and sustainable natural resources.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 14 Tree Canopy and Urban Forest: Improve the tree canopy and urban forest. Especially applicable is Action Step 14a: Develop and implement strategies and quantifiable goals to increase the tree canopy including exploring an expansion of funding and incentives to plant and promote species diversity while retaining and protecting existing trees.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Not applicable.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No

Operating Impacts

Operations & Capital Asset Maintenance: None
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? Not applicable
Year that Operating Incr/(Decr) will take effect? Not applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Ongoing: unspent balance will be applied to future years.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This is an ongoing special assessment fund.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Removal of diseased trees on private property ensures safety by removing the threat of tree fall. In addition, eliminating diseased private trees protects public trees, which could be even less safe were they to fall in the public realm.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Diseased tree removal is not specifically related to housing.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Diseased tree removal is not specifically related to economic development.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The diseased tree removal fund allows home owners to pay off tree removal debt over time, thereby lessening the burden, while still protecting the public realm for all residents. This program is a high quality service with significant benefits to Minneapolitans.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Climate change could exacerbate tree loss due to diseases and insects. This program allows the city and MPRB to stay ahead of threats and protect the urban forest, which provides significant environmental benefits to the city.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The urban forest is a key feature of high quality neighborhoods and streets. Protecting it through the removal of diseased trees shows a commitment to neighborhood sustainability and quality.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The urban forest provides numerous public health benefits, including air quality improvement, reduction in the heat island effect, carbon sequestration, and stormwater management. Removal of diseased trees, which could spread pathogens or insects to healthy trees, is critical to the protection and preservation of the urban forest.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
Diseased tree removal is not specifically related to arts and culture.

Additional Information

No additional information provided.

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MINNEAPOLIS PARK AND RECREATION BOARD

PRKRP Neighborhood Parks Rehabilitation

Project Details:

Project Start Date: Various and ongoing
Ongoing Program: Y
Submitting Department: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Level of Need: High
Estimated Project Completion Date: Various
Department Priority: 2
Contact Phone Number: 612-230-6470
Website: www.minneapolisparks.org

Project Location:

Address: Various
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: All

Project Description:

This program includes rehabilitation in a variety of parks, which is primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long-term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, this rehabilitation program is being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

Rehabilitation projects will considered in ten categories:
-- ADA Improvements
-- General building and recreation center rehabilitation
-- Roofs
-- Heating, ventilation, and air conditioning
-- Neighborhood amenity fund
-- Park lighting
-- Synthetic turf rehabilitation
-- Below-grade infrastructure
-- Sidewalk and pavement
-- Operations facilities

Some of these categories are partially funded through the MPRB capital levy, because those categories were already in the CIP prior to NPP20.

Purpose and Justification:

This program fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life. This program will touch numerous parks and will improve safety and accessibility and upgrade worn and outdated park assets.

The specific purpose of each rehabilitation category is as follows:

ADA Improvements:
While all capital projects must meet ADA requirements, the MPRB recognizes that there are some improvements that need to be made to increase accessibility before or outside of a full capital project. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program, but appear in MPRB's ADA Transition Plan. Of particular focus now is improving accessibility in recreation center restrooms and ensuring accessible routes from parking lots into buildings and into restrooms.

Recreation Center Rehabilitation:
The MPRB owns 49 recreation centers. Most were built in the 1960s and 1970s. While the MPRB is working on a system-wide recreation center facility plan that will help determine long-term capital improvements to recreation centers, this funding will allow for improvements that are needed to sustain the buildings in the short-term, including building envelope improvements, visitor services, mitigation projects, and windows.

Roofs:
This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on rehabilitating roofs for the long term stability of buildings.

Heating, Ventilation, and Air Conditioning:
This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on improving or replacing aging and outdated boilers, heating units, and ventilation systems. It will also install new air conditioning systems in some buildings, in the interest of increasing programming availability and allowing more buildings to serve as safe-havens during stretches of high temperature.

Neighborhood amenity fund:
The neighborhood park system contains more than $100 million in physical assets. Many of these assets are small--such as picnic tables, grills,

benches, horseshoe pits, etc.--and are not often included in larger capital projects or general maintenance and upkeep. The neighborhood amenity fund allows these key visitor comfort features to be refurbished or replaced into good working condition.

Park Lighting:
Within Minneapolis neighborhood parks, lighting increases safety and extends operating hours for sports, winter activities, and general park use. This category focuses on the replacement and upgrade of exterior park lighting, along with supporting infrastructure.

Synthetic Turf rehabilitation:
The MPRB has installed eight artificial turf fields over the past 10+ years. Over time this type of turf will need to be replaced. This will be an ongoing fund dedicated to artificial turf replacement. Under an MPRB Board-approved resolution, with any synthetic turf project MPRB will consider alternative materials to the more typically used crumb rubber infill. The synthetic turf rehabilitation fund is funded by the MPRB Capital Levy.

Below-grade infrastructure:
Unseen in the neighborhood parks is a network of underground pipes, wiring, and conduits that in some cases dates from the initial creation of those parks. This category focuses on improving, upgrading, removing, or relocating this blow-grade infrastructure, in order to create efficiency and improve environmental performance.

Sidewalk and pavement:
This category focuses on sidewalks and internal pedestrian paths within neighborhood parks. It will help the MPRB work collaboratively with the City of Minneapolis as it implements its annual replacement program for sidewalks across the city. It will also be used to replace or rehabilitate pathways within neighborhood and community parks. A portion of the sidewalk and pavement fund is funded by the MPRB Capital Levy.

Operations facilities:
The MPRB is initiating an operation facility plan that will guide future investments in the operations facilities throughout the system. A key focus of the plan will be to increase safety and efficiency and to provide quality spaces for employees. This category will address immediate needs within the operational areas of MPRB's system, and then provide funds to implement changes recommended in the facility plan. Operations facilities improvements are funded by NPP20/Net Debt Bonds, the MPRB Capital Levy, and allocations from MPRB’s general fund (not included in CLIC accounting).

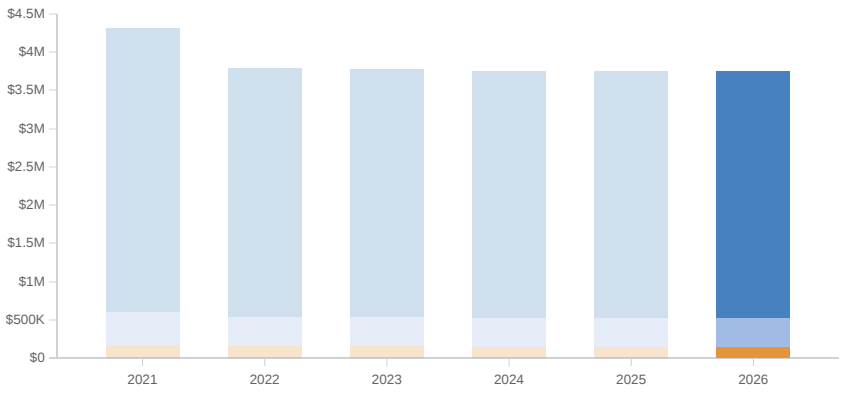
Project Visuals and Map:



Project Cost Breakdown

PRKRP

Updated 2 weeks ago



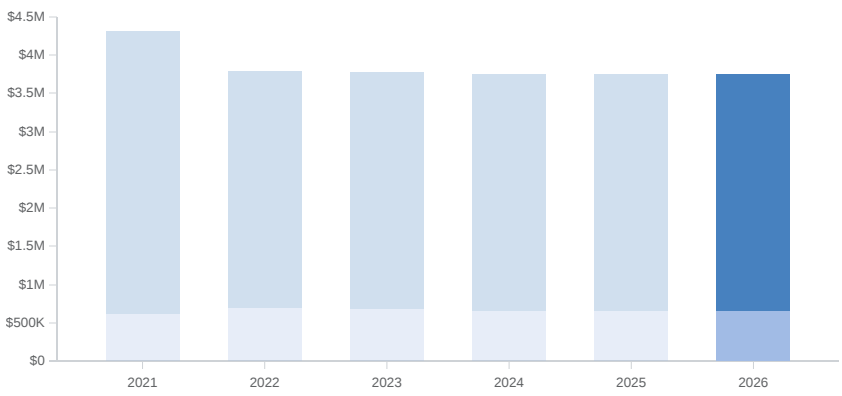
$3,760,000.00

Expenses in 2026

Department Funding Request

PRKRP

Updated 2 weeks ago



$3,760,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No grants are associated with this project.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Relevant City of Minneapolis Comprehensive Plan Polices, from the Minneapolis 2040 Plan:
Policy 78 Park Design and Programming: Improve the design and programming of parks to better serve a changing population.
Policy 53 Quality of Life: Perpetuate a high quality of life for Minneapolitans that includes safe, open, and welcoming cultural and social institutions, as well as natural and built infrastructure. Especially applicable is Action Step 53c: Maintain and enhance the many built, historic, arts, and natural environmental assets throughout the city to promote and strengthen communities.
Policy 83 People with Disabilities: Ensure people with disabilities and their families are visible,

active, and values members of the community. Especially applicable is Action Step 83h: Increase accessibility of public infrastructure and public amenities.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review for rehabilitation projects takes place periodically before construction years begin.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Varies. Projects will not typically enhance transit or pedestrian experience beyond the park area.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Park sidewalks and trails are a key feature of one rehabilitation category

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Improvements take place within park areas, except. perimeter sidewalks

Operating Impacts

Operations & Capital Asset Maintenance: Varies
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? Varies by facility type
Year that Operating Incr/(Decr) will take effect? Varies
What is the estimated annual operating cost increase or (decrease) for this project? Generaly rehabilitation leads to cost decreases or at least stable costs
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $1,173,900

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Varies by rehabilitation type

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update by category and year. Projects are constantly rolling out year over year, and efficiencies are increasing.

2017
ADA Improvements: Entire $800,000 spent
General Building Improvements: Entire $500,000 spent
Roofs: Entire $900,000 spent
HVAC Systems: Entire $500,000 spent
Neighborhood Amenity Fund: Entire $450,000 spent
Park Lighting: Entire $500,000 spent
Below-Grade Infrastructure: Entire $200,000 spent
Sidewalks and Pavement: Entire $500,000 spent
Operations Facilities: $71,421 unspent out of $200,000

2018
ADA Improvements: Entire $713,000 spent
General Building Improvements: Entire $803,000 spent
Roofs: $158,347 unspent out of $570,000
HVAC Systems: Entire $366,000 spent
Neighborhood Amenity Fund: Entire $230,000 spent
Park Lighting: $120,442 unspent out of $300,000
Below-Grade Infrastructure: Entire $330,000 spent
Sidewalks and Pavement: Entire $464,000 spent
Operations Facilities: $72,643 unspent out of $230,000

2019
ADA Improvements: $142,551 unspent out of $800,000
General Building Improvements: Entire $450,000 spent
Roofs: $199,919 unspent out of $700,000
HVAC Systems: Entire $300,000 spent
Neighborhood Amenity Fund: Entire $450,000 spent
Park Lighting: $288,957 unspent out of $300,000
Below-Grade Infrastructure: $13,721 unspent out of $100,000
Sidewalks and Pavement: Entire $400,000 spent
Operations Facilities: $105,898 unspent out of $200,000

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Rehabilitation projects often have relatively short timelines, when compared to other design and construction projects. It is likely most rehabilitation projects can be accomplished--from initiation to completed construction--in a matter of months. To create efficiency and streamline costs and procurement, projects of similar type and geography may be grouped.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The requested funding is generally consistent year over year, to ensure that these rehabilitation categories work like standard allocations for a consistent level of work from year to year. Shifting funds from one year to another could create a bottleneck in some years and underutilized staff and contracts in others.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. This project will improve and rehabilitate a wide variety of facility types ranging from sidewalks to building systems. In all cases, improvements will enhance safety.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain overall quality can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. Facility renewal is important in meeting current and future needs for park infrastructure, which is a critical aspect of the city.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Improving park facilities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process.

Additional Information

The following chart documents requested allocations by rehabilitation category (2019-2024 MPRB Neighborhood Park Capital Program).

2021
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $450,000 Net Debt Bonds
Roofs: $700,000 Net Debt Bonds and $70,000 Capital Levy
HVAC Systems: $450,000 Net Debt Bonds
Park Lighting: $300,000 Net Debt Bonds
Below-grade Infrastructure: $100,000 Net Debt Bonds
Sidewalks and Pavement: $250,000 Net Debt Bonds and $125,000 Capital Levy
Operations Centers: $200,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $149,500 Capital Levy

2022
ADA Improvements: $700,000 Net Debt Bonds
General Building Improvements: $350,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds and $175,000 Capital Levy
HVAC Systems: $350,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $250,000 Net Debt Bonds and $100,000 Capital Levy
Operations Centers: $150,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $150,000 Capital Levy

2023
ADA Improvements: $700,000 Net Debt Bonds
General Building Improvements: $350,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $350,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $250,000 Net Debt Bonds and $125,000 Capital Levy
Operations Centers: $150,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

2024
ADA Improvements: $700,000 Net Debt Bonds
General Building Improvements: $350,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $350,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $250,000 Net Debt Bonds and $100,000 Capital Levy
Operations Centers: $150,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

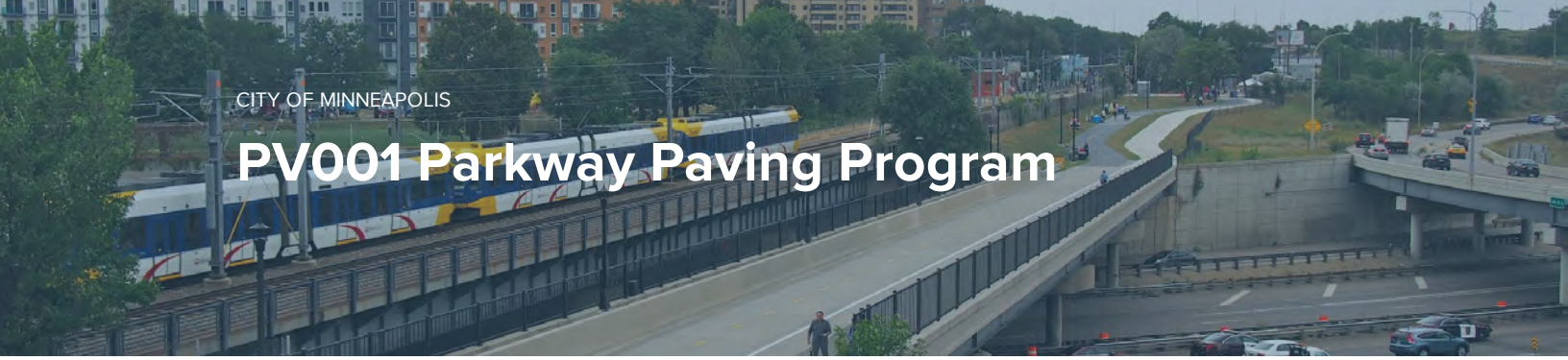
2025
ADA Improvements: $700,000 Net Debt Bonds
General Building Improvements: $350,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds

Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $400,000 Net Debt Bonds and $100,000 Capital Levy
Operations Centers: $150,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

2026
MPRB has not yet adopted a 2026 CIP year. For the purposes of this request, MPRB is assuming similar finding levels by category as in 2025:
ADA Improvements: $700,000 Net Debt Bonds
General Building Improvements: $350,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $400,000 Net Debt Bonds and $100,000 Capital Levy
Operations Centers: $150,000 Net Debt Bonds and $270,000 Capital Levy
Neighborhood Park Amenities: $450,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

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CITY OF MINNEAPOLIS

PV001 Parkway Paving Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (27 of 75)
Contact Phone Number: (612) 673-3614
Website:
http://www.minneapolismn.gov/cip/currentprojects/parkway-paving-program

Project Location:

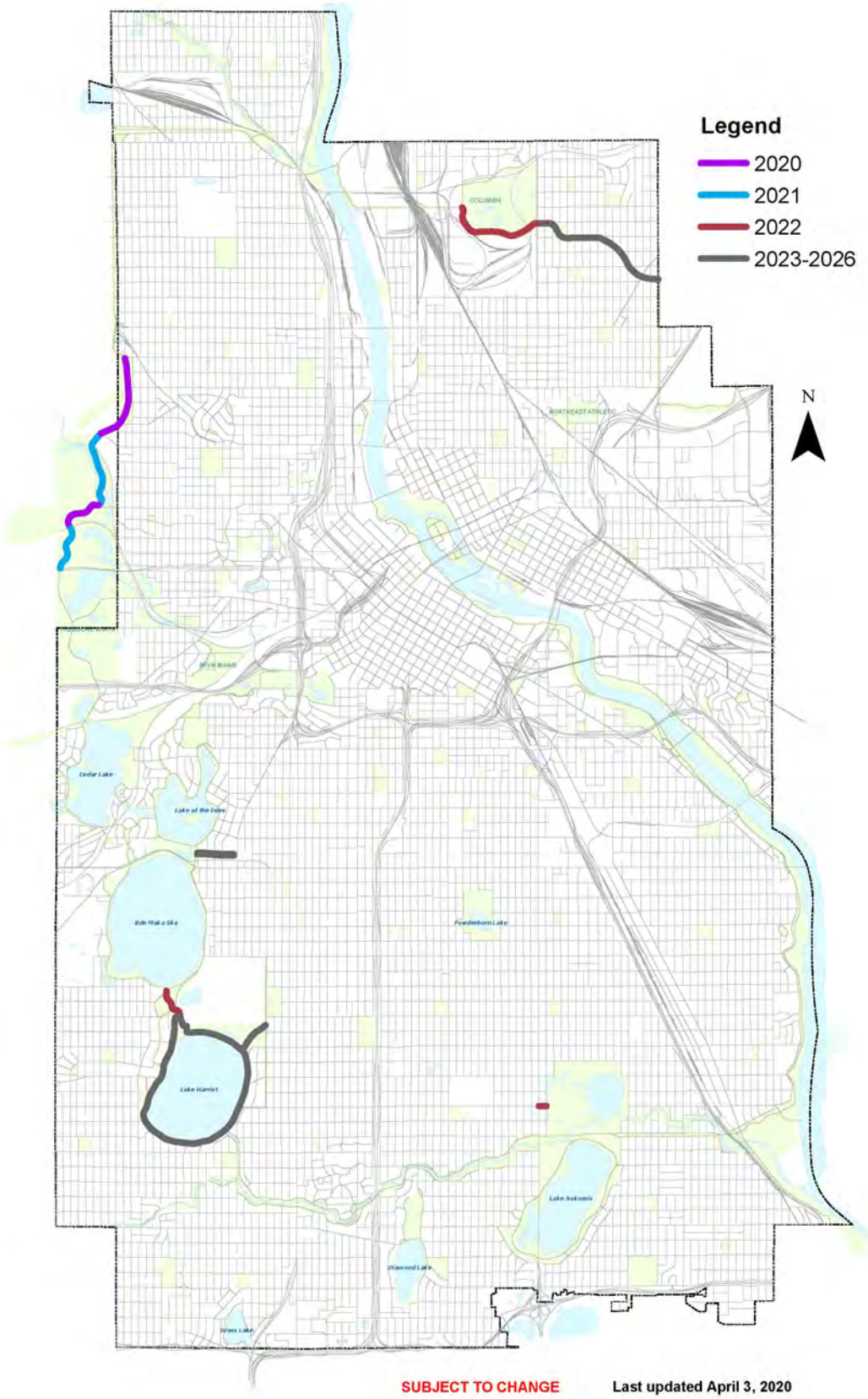
Address: Various Locations
City Sector: Citywide
Affected Neighborhoods: Various Neighborhoods
Affected Wards: Multiple
Parkway Paving

Project Description:

The Minneapolis Parks and Recreation Board currently owns approximately 55 miles of parkways throughout Minneapolis. This system of parkways allows people to experience the City's parks, lakes, gardens, and diverse neighborhoods. In order to maintain and improve the condition of parkway streets, Minneapolis Public Works assists with the maintenance of parkways by funding pavement improvements as a part of the Parkway Paving Program. This program consists of a mill and overlay of parkway streets and may include replacement of some sections of curb, gutter, driveways, and pavement striping.

Purpose and Justification:

The objective of this program is to perform a mill and overlay of the street's surface to further extend the life of the street in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This construction can extend the life of the existing parkway street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City Engineer, with significant coordination with the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the pavement condition across the parkway system.



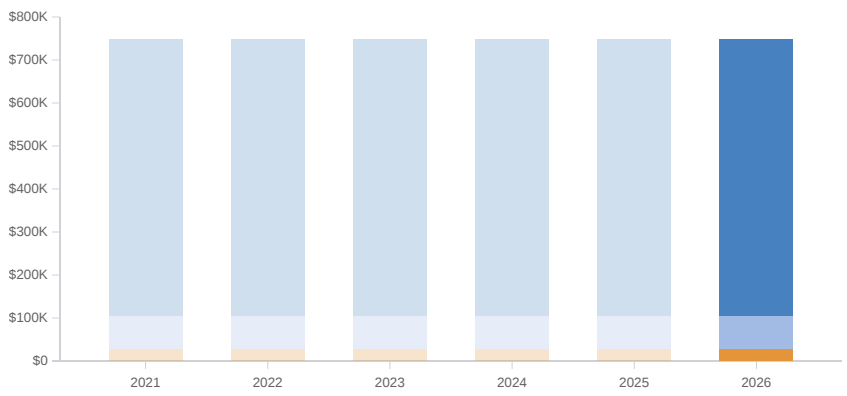
SUBJECT TO CHANGE

Last updated April 3, 2020

Project Cost Breakdown

PV001

Updated 2 weeks ago



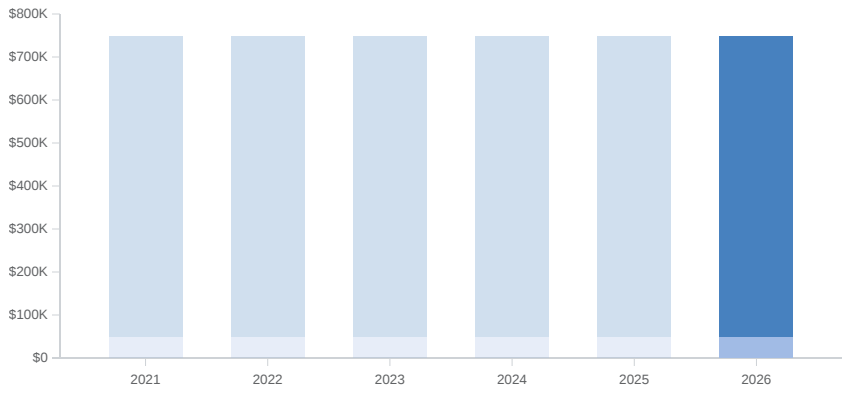
$750,000.00

Expenses in 2026

Department Funding Request

PV001

Updated 2 weeks ago



$750,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Include details here.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The MPRB plays a supporting and collaborating role by approving all projects included in the program.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the projects are located on high volume pedestrian corridors. Pedestrian ramps are upgraded when applicable with concurrence by both the MPRB and Public Works staff.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10 Years
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $12,981

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a parkway is estimated at $7,000 per mile per year for this type of roadway. It is estimated that approximately 1 mile of parkway will be resurfaced, resulting in a net decrease of $7,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

The Parkway Paving Program reduces annual maintenance expenditures, extends the life of the pavement 10 or more years, and therefor delays the need to completely reconstruct these streets. The program prevents the development of potholes, improves the ride quality and the overall pavement condition of these streets.

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CITY OF MINNEAPOLIS

PV006 Alley Renovation Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (17 of 72)
Contact Phone Number: (612) 673-3614
Website: TBD

Project Location:

Address: Citywide
City Sector: citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

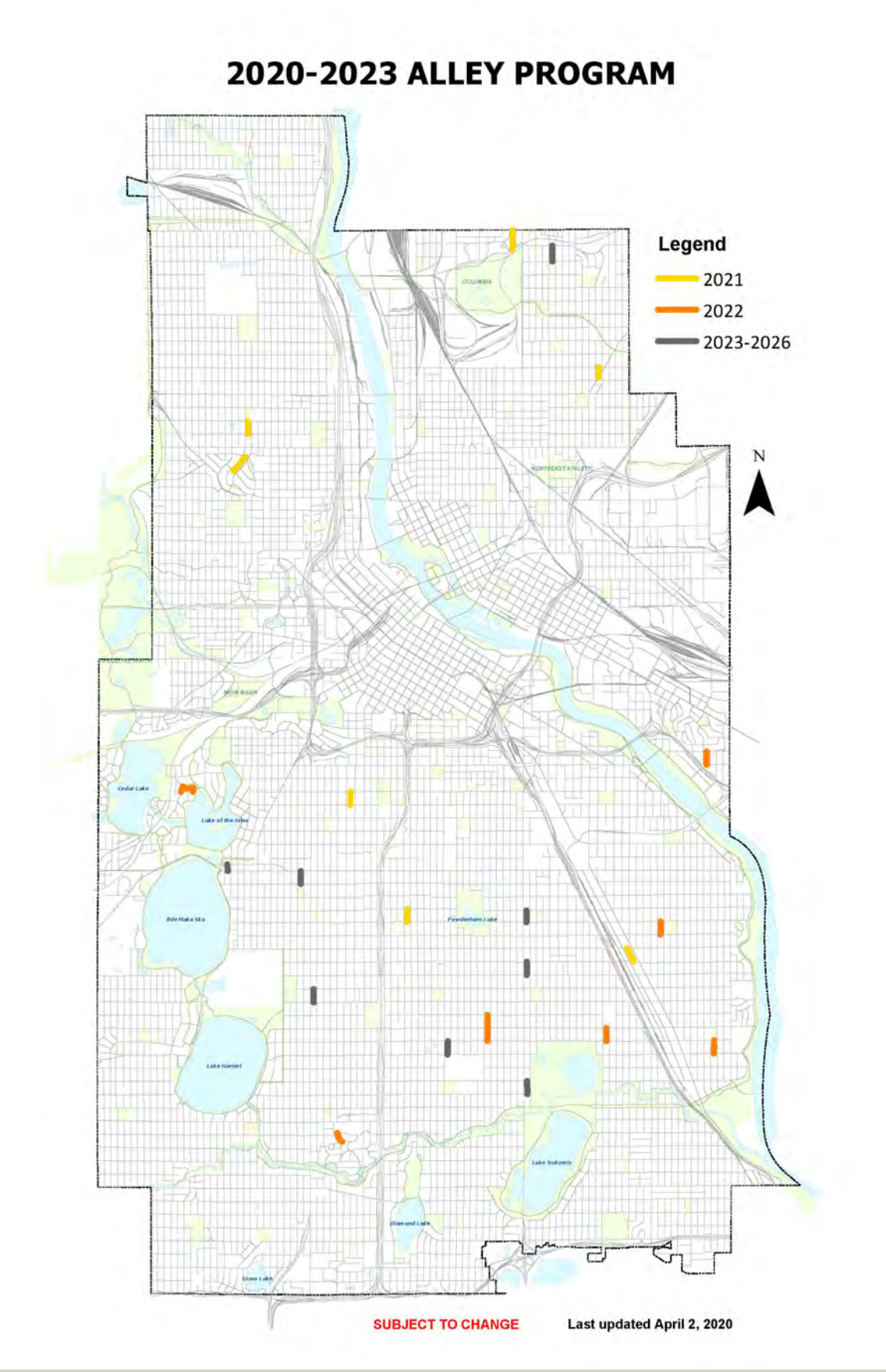
Project Description:

Minneapolis Public Works operates and maintains approximately 425 miles (or 4,000 sections) of concrete or asphalt surfaced alleys. This program will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “very poor” condition according to the “Pavement Condition Index” database. This will extend the operational life of an alley for approximately 10 years.

Purpose and Justification:

The City of Minneapolis’ residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff . This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

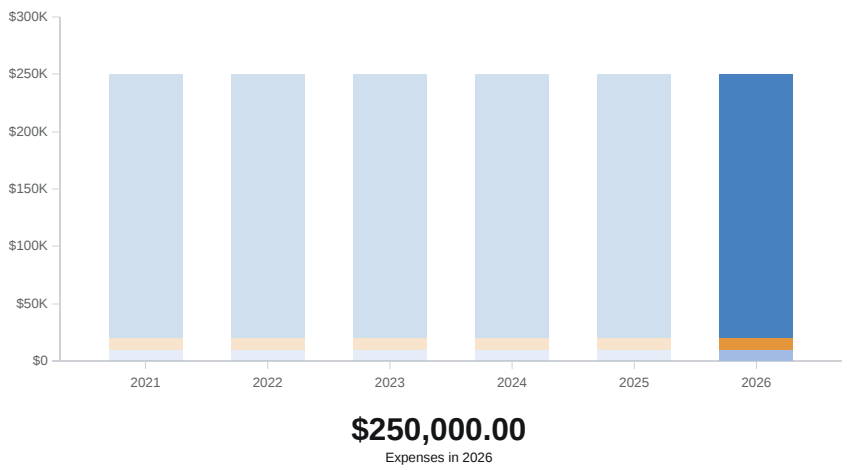
Project Visuals and Map:



Project Cost Breakdown

PV006

Updated 2 weeks ago



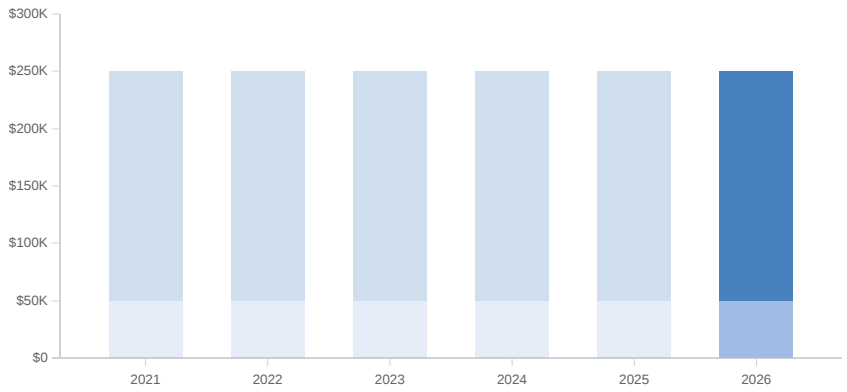
$250,000.00

Expenses in 2026

Department Funding Request

PV006

Updated 2 weeks ago



$250,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this program took place on May 4, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applciable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10 Years
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The current street maintenance expenditure for alleys in “poor” or “very poor” condition is estimated at approximately $500 per alley per year. Approximately 10 alleys per year will be resurfaced, the estimated annual cost to maintain these alleys is $5,000 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Any unspent balance will be reallocated to increase the number of alleys to be resurfaced in future program years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The size and scope of the work can be adjusted to utilize all available funds.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

A quality alley affects the respective values of the adjoining residential properties. The alley system is a critical component for facilitating residential solid waste pick-up, maintaining drainage, and timely removal of snow.

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CITY OF MINNEAPOLIS

PV056 Asphalt Pavement Resurfacing Program

Project Details:

Project Start Date: April 15, 2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (5 of 72)
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: Various
Various locations throughout the City

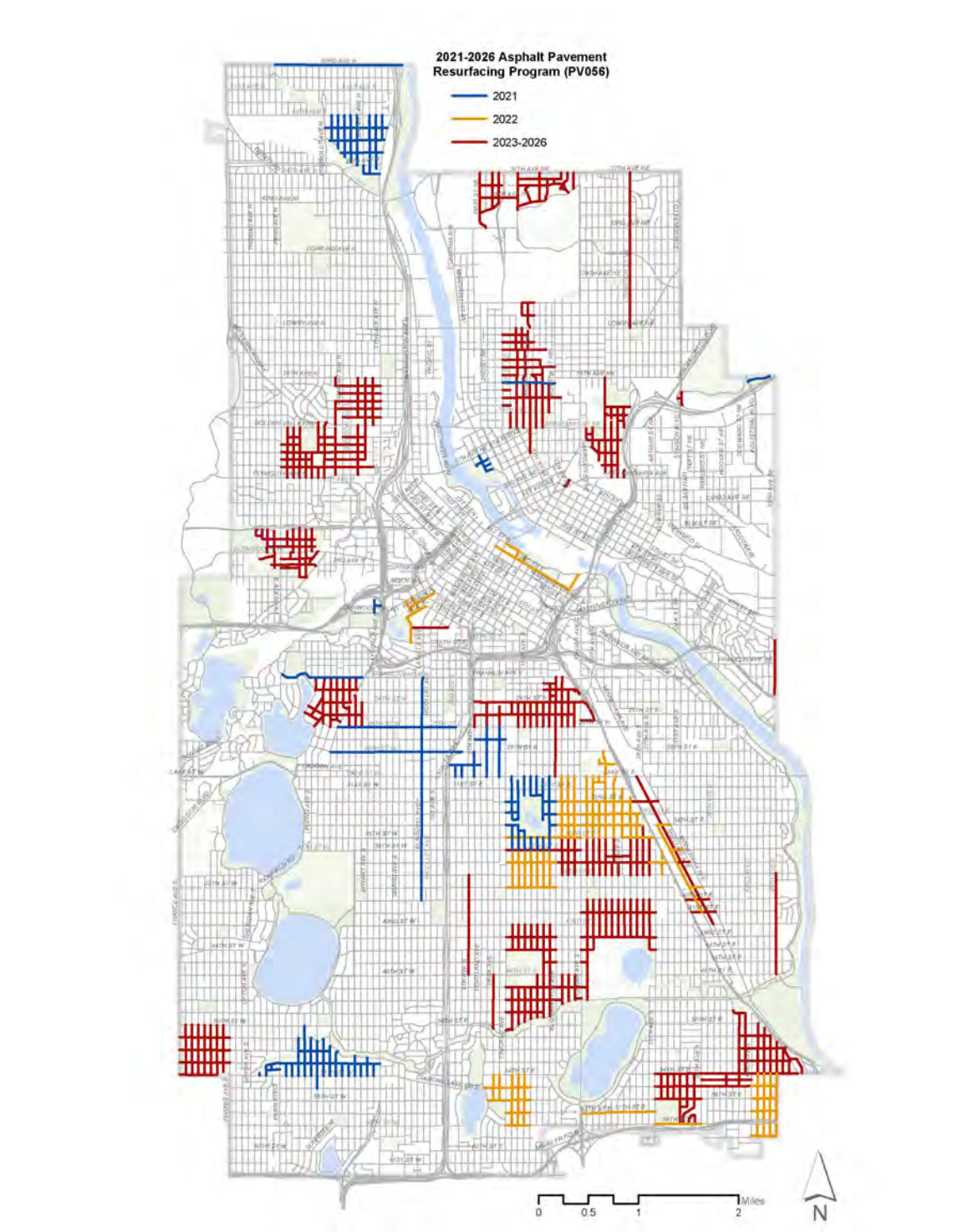
Project Description:

Minneapolis Public Works operates and maintains approximately 740 miles of asphalt streets. In order to maintain and improve the condition of asphalt streets, the City annually performs a mill and overlay of asphalt streets. This construction includes replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

Purpose and Justification:

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface over 30 years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program's goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people driving and biking, and improves the overall pavement condition of asphalt streets.

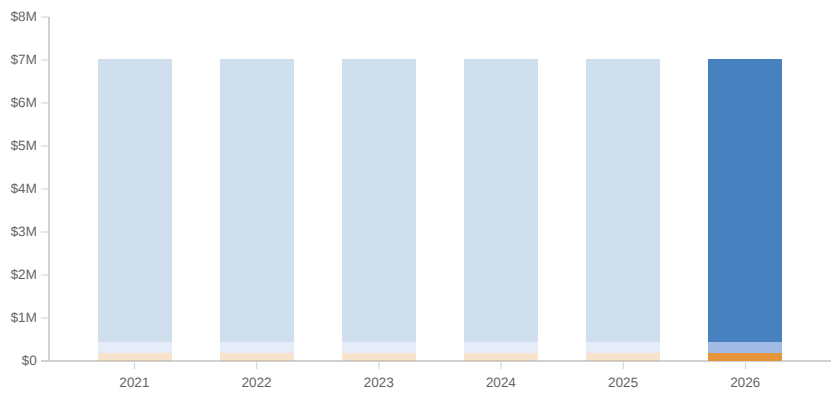
Project Visuals and Map:



Project Cost Breakdown

PV056

Updated 2 weeks ago



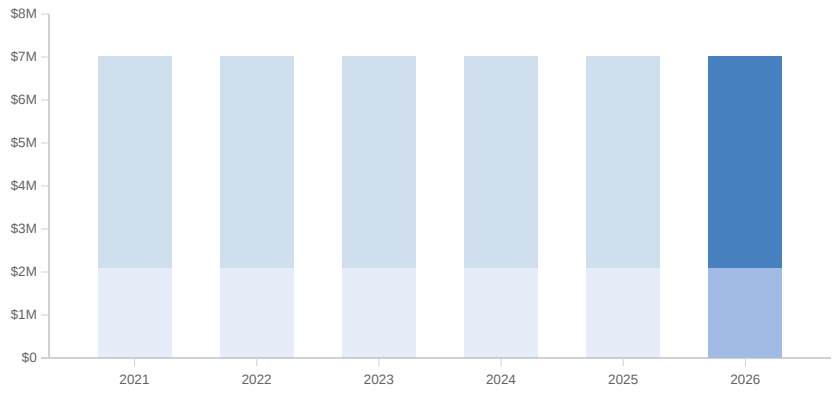
$7,015,000.00

Expenses in 2026

Department Funding Request

PV056

Updated 2 weeks ago



$7,015,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this program took place April 23, 2009. The program was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required..

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The available right-of-way varies and this program does not generally move curb lines. When bicycle facilities are considered in conjunction with a resurfacing project they are generally accomplished through pavement striping and signing.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10 Years
Year that Operating Incr/(Decr) will take effect? 2021-2026
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: 0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in fair to poor condition is estimated at $2,500 per mile per year. The current estimate is that approximately 25 miles of streets per year can be resurfaced with this program, and the estimated annual cost to maintain these 25 miles of streets is $62,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This is an ongoing pavement resurfacing program; funding allocations per year can be flexible and could result in more or less miles of pavement resurfacing as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the traveling public.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

The Asphalt Pavement Resurfacing Program reduces annual maintenance expenditures, extends the life of the pavement 10 or more years, and therefor delays the need to completely reconstruct these streets. The program prevents the development of potholes, improves the ride quality and the overall pavement condition of these streets.

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CITY OF MINNEAPOLIS

PV059 Major Pavement Maintenance Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Larry Matsumoto
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (21 of 72)
Contact Phone Number: (612) 919-1148
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

The Major Pavement Maintenance program focuses on major street repair due to specific, localized failures in a City street. The repairs typically last for 20 years or more. The objective is to correct failed areas of the street that are beyond what normal street maintenance can address, and extend the life of the street until more global rehabilitation and reconstruction efforts can be programmed.

Purpose and Justification:

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore a special program is needed to manage these specific problems.

Project Visuals and Map:















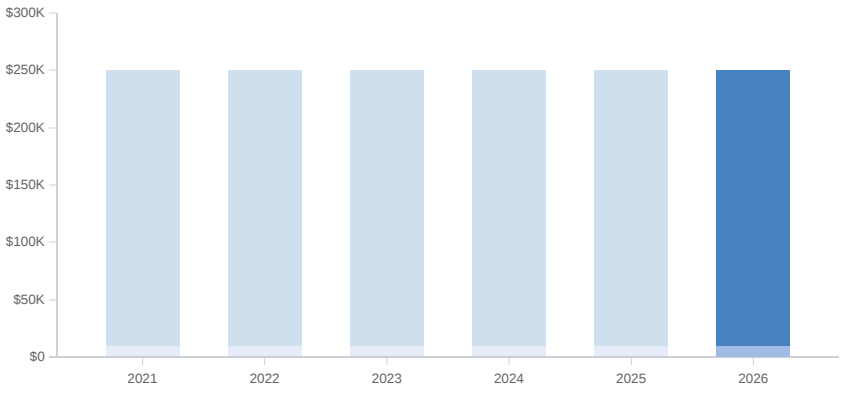
Write a short title

In this section, go into further detail about the data or media being shown. Think about how the visualizations help tell your story. You can make your content more accessible by choosing words and phrases you'd use when talking to a neighbor, using short sentences and avoiding jargon.

Project Cost Breakdown

PV059

Updated 2 weeks ago



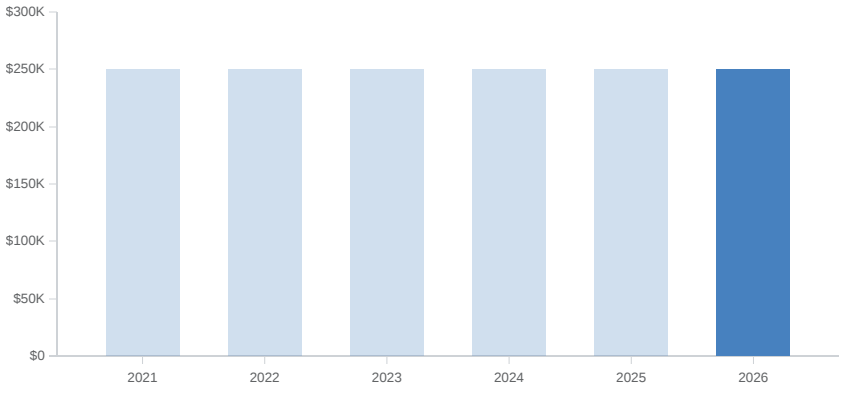
$250,000.00

Expenses in 2026

Department Funding Request

PV059

Updated 2 weeks ago



$250,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this project took place April 23, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable. This program is proposed to focus on the repair/reconstruction of failed street sections, and will not change or enhance any multi modal transportation enhancements.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project Improvement? 20 Years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? Decrease
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $81,740

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Projects within this program are generally completed in the same year

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The number of projects, size and scope of the work can be adjusted to utilize all available funds.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

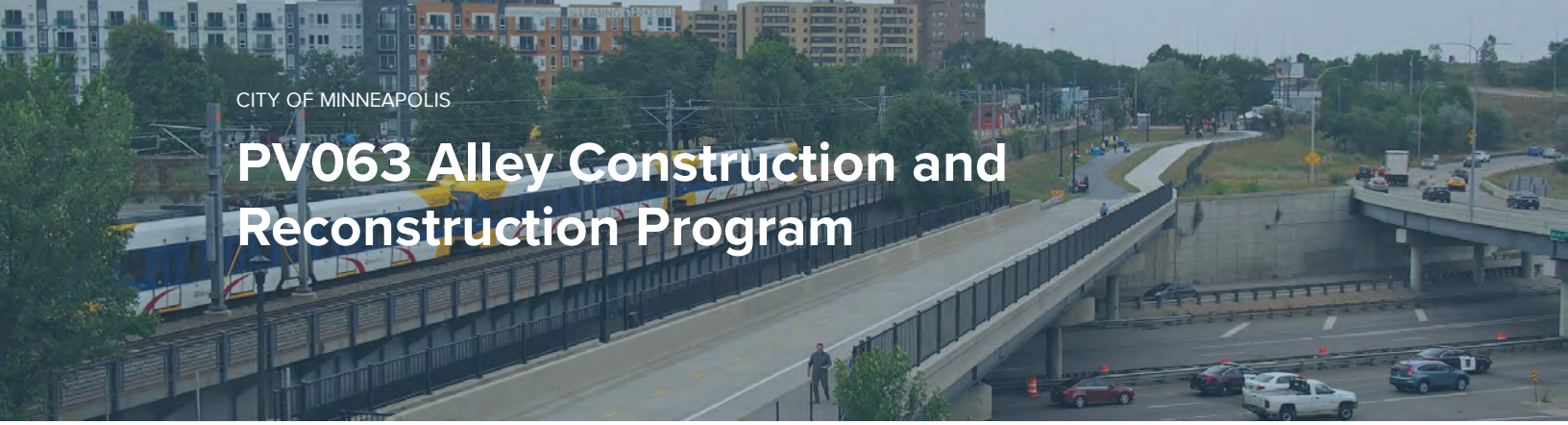
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this improve a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV063 Alley Construction and Reconstruction Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/1/2026
Department Priority: (18 of 72)
Contact Phone Number: 612-673-5307
Website: TBD

Project Location:

Address: Various
City Sector: Various
Affected Neighborhoods: Various
Affected Wards: All
Description of Location

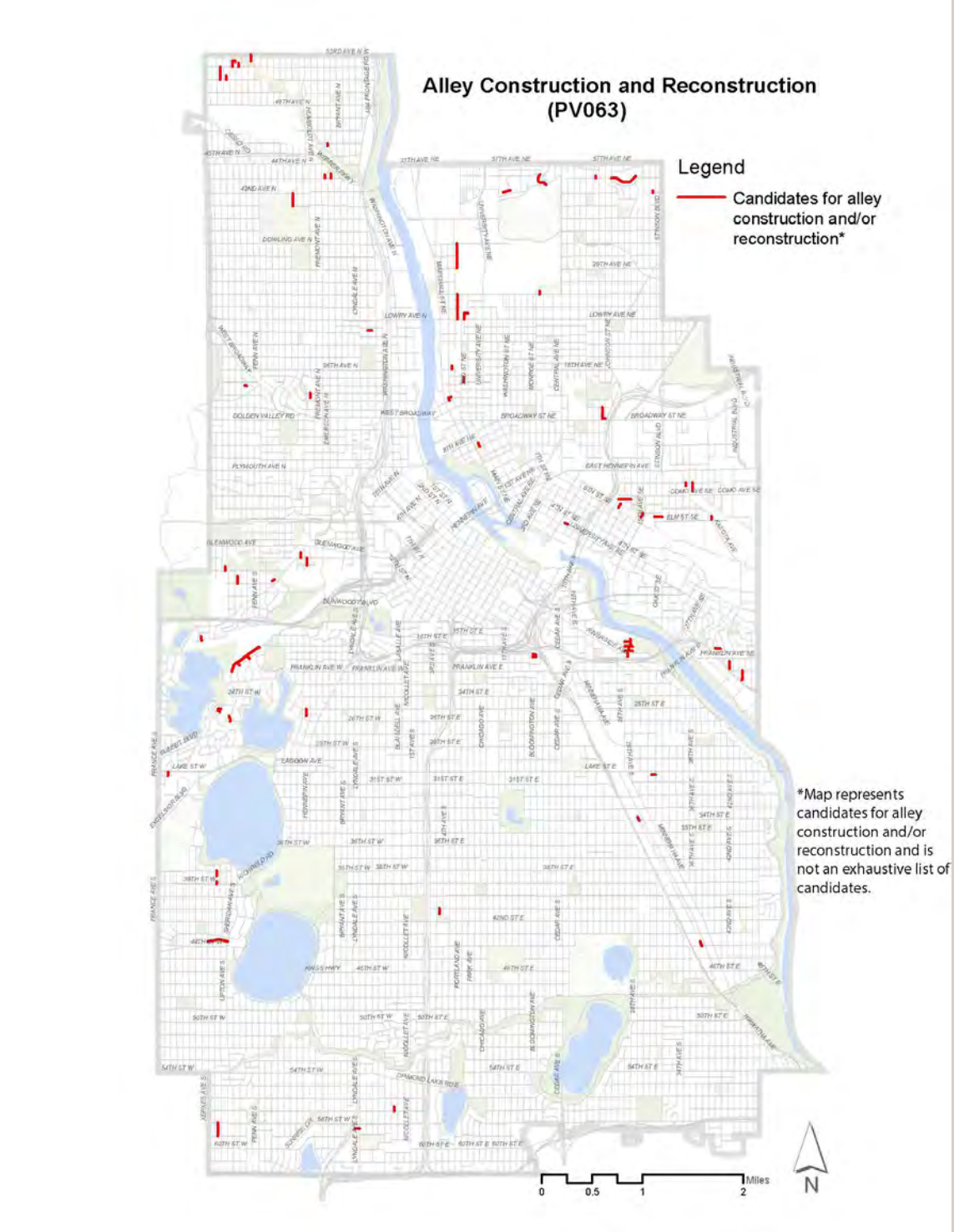
Project Description:

Minneapolis Public Works operates and maintains approximately 425 miles (or 4,000 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. These alleys will generally be paved using the standard residential concrete alley design. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

Purpose and Justification:

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

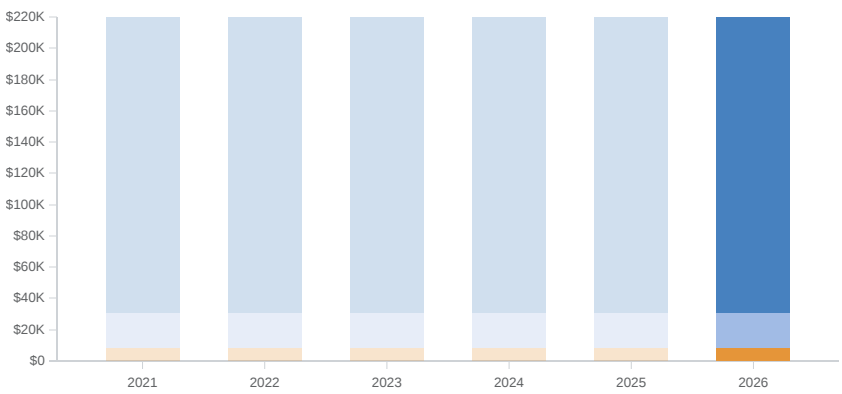
Project Visuals and Map:



Project Cost Breakdown

PV063

Updated 2 weeks ago



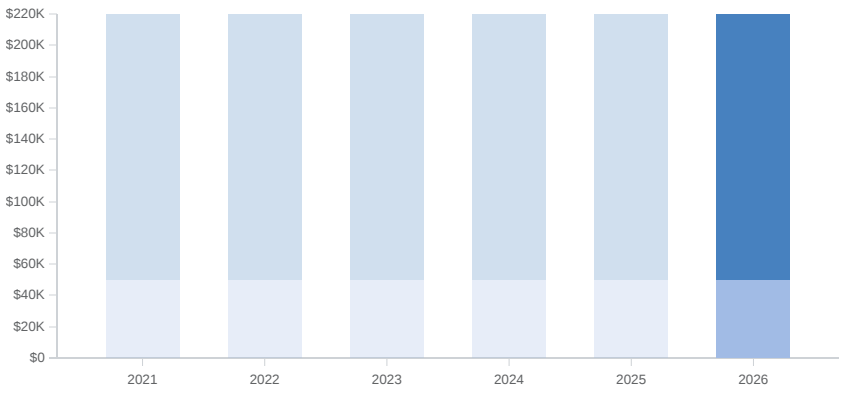
$220,000.00

Expenses in 2026

Department Funding Request

PV063

Updated 2 weeks ago



$220,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
no

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this project took place April 23, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 70 Years.
Year that Operating Incr/(Decr) will take effect? 2021-2025
What is the estimated annual operating cost increase or (decrease) for this project? NA
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $76,684

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an alley in poor condition is estimated at $2,000 per mile per year. The estimate is that this program will complete the construction of one to two alleys per year with an average length of 357' per alley, or 0.10 miles of alleys, and the estimated annual cost to maintain these 0.1 miles of alley is $200.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Periodic crack sealing may be needed to prolong the life of the pavement.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Periodic crack sealing may be needed to prolong the life of the pavement.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This is an ongoing alley pavement construction program; funding allocations per year can be flexible and could result in more or less alley construction as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the public.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Permanently paving these alleys corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these alleys.

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CITY OF MINNEAPOLIS

PV074 CSAH & MnDOT Cooperative Projects

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Liz Heyman
Level of Need: significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (7 of 72)
Contact Phone Number: 612-673-2460
Website: TBD

Project Location:

Address: Various
City Sector: Various **Affected Neighborhoods**: Various
Affected Wards: All
Description of Location

Project Description:

This program funds the City's cost participation on cooperative projects with Hennepin County, Metro Transit, and MnDOT that fall within the city limits. These projects primarily consist of the reconstruction or rehabilitation of street segments, bridges, intersections, multimodal improvements, and/or streetscaping. Projects in this program are oftentimes funded through a variety of grants as well.

Hennepin County projects typically involve reconstruction of the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable. The Metro Transit projects include partnering on the planned build-out of the local arterial Bus Rapid Transit system, which includes reconstruction of intersections for new signals, ADA facilities, lighting, safety improvements, and signal technology. MnDOT projects vary, but typically involve reconstruction or multimodal improvements within City right-of-way adjacent to MnDOT right-of-way.

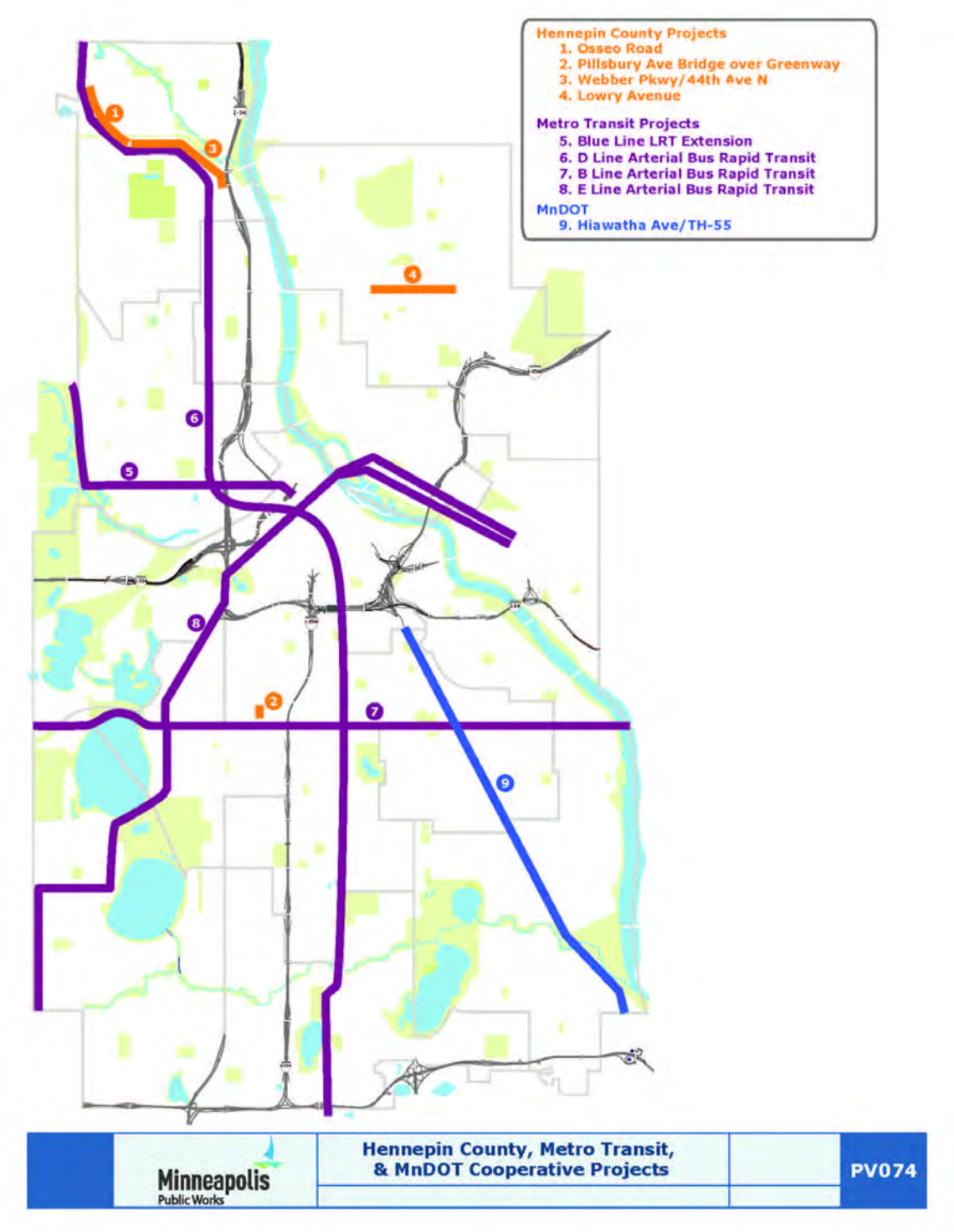
Purpose and Justification:

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes.

The current cooperative projects program includes:

- Osseo Road reconstruction
- Pillsbury Ave Bridge over Greenway
- Webber44 reconstruction
- Lowry Avenue Northeast reconstruction
- D Line Bus Rapid Transit
- B Line Bus Rapid Transit
- E Line Bus Rapid Transit
- Blue Line Light Rail Transit
- Hiawatha Ave/TH-55

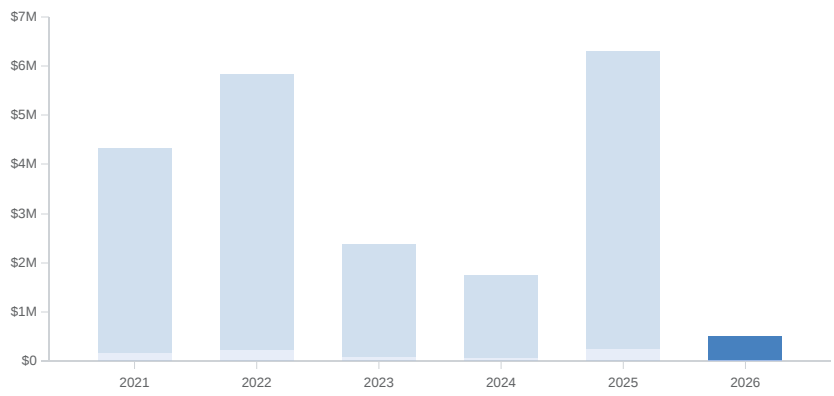
Project Visuals and Map:



Project Cost Breakdown

PV074

Updated 2 weeks ago



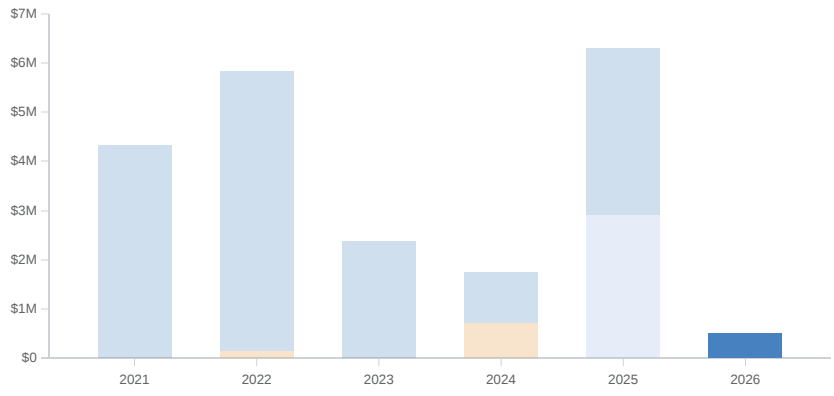
$500,000.00

Expenses in 2026

Department Funding Request

PV074

Updated 2 weeks ago



$500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Our partner agencies have funded projects within their 5-year capital program. In order for these projects to be completed, Minneapolis must contribute partnering funds. Funding which matches the timing of Hennepin County, MnDOT, and Metro Transit programs will allow these projects to include additional enhancements.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This is a collaborative program with Hennepin County, MnDOT, and Metro Transit. Typically, these agencies are the lead on the proposed projects and the City is a project partner and stakeholder.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 23, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Include detail here.

Describe the economic development impact of the project:
Include detail here.

Does the project support redevelopment opportunity that without the project would be infeasible?
Include detail here.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency and may include projects on existing or planned transitways, transit routes, or high-volume pedestrian corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects are within constrained corridors that require innovative design solutions.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? NA
What is the estimated annual operating cost increase or (decrease) for this project? NA
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $4,708,921

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There will be no relative increase or decrease. Hennepin County provides Minneapolis funds to complete maintenance on their roads. Rebuilding a road releases maintenance money to other county roadways where additional maintenance is needed.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Hennepin County, MnDOT, and Metro Transit have funded projects within their capital programs. This is an ongoing program that covers various cooperative roadway projects with Hennepin County, MnDOT and Metro Transit. In order for these projects to be completed, Minneapolis must contribute with funds to match the timing these projects. Typically this program is composed of large multi-year projects where funding has been spread across multiple years to match the timing and delivery of the project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
None – cost sharing is typically a set policy.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate reconstruction of major corridors across the city and expansion of the Bus Rapid Transit system. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes.

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CITY OF MINNEAPOLIS

PV075 Development Infrastructure Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works/CPED
Contact Person: David Frank
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (21 of 57)
Contact Phone Number: 612-673-5238
Website: TBD

Project Location:

Address: CityWide
City Sector: CityWide
Affected Neighborhoods: CityWide
Affected Wards: All
Description of Location

Project Description:

The Development Infrastructure Program is an innovative partnership between Community Planning and Economic Development (CPED) and Public Works, with the intent to promote and leverage public infrastructure improvements directly related to development projects. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

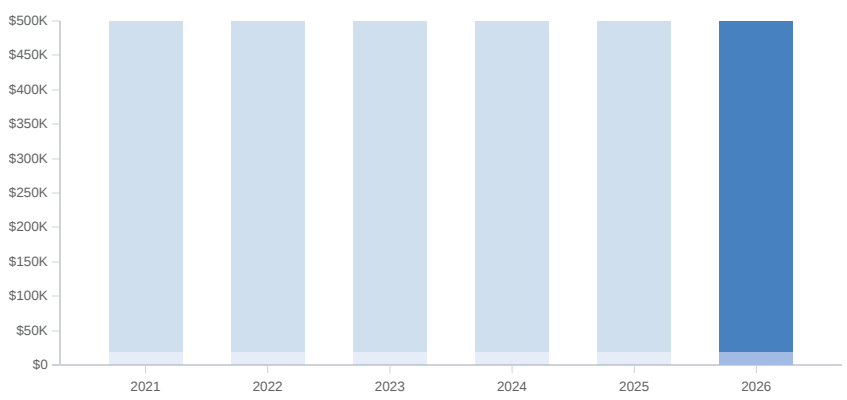
Purpose and Justification:

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow, CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

Project Cost Breakdown

PV075

Updated 2 weeks ago



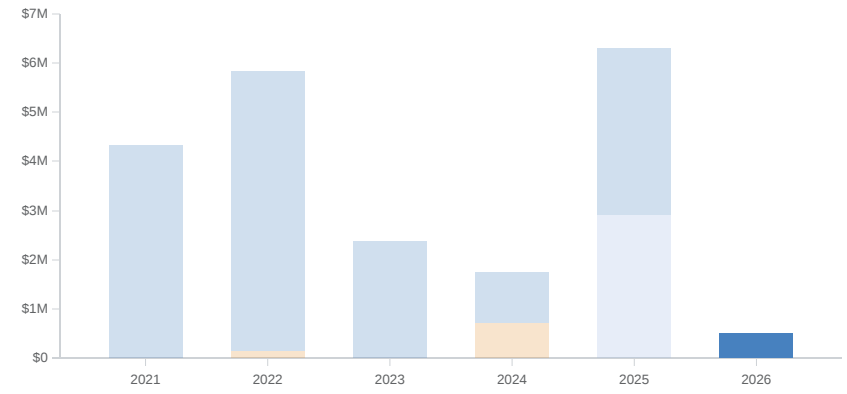
$500,000.00

Expenses in 2026

Department Funding Request

PV075

Updated 2 weeks ago



$500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review took place on April 26, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Yes, supports substantial tax base growth.

Describe the economic development impact of the project:
This program provides the ability to respond quickly to the demands of the real estate marketplace and bring public resources to locations where private investment will follow. The program is focused along transit corridors in priority areas, but is flexible enough to allow for other targeted opportunities.

Does the project support redevelopment opportunity that without the project would be infeasible?
The multi-year schedule of infrastructure funding provides a program by which resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible in the current system of project-specific requests.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This program consists of various street segments some of which may be identified as current or future transitways and/or high volume pedestrian corridors. Public Works is currently developing its ADA Transition Plan which will provide direction on how the City will address its deficient pedestrian curb ramps, This program may be targeted to facilitate some of that work.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
This program looks at all aspects of the right of way, including upgraded pedestrian facilities and possible bicycle and transit facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

Operating Impacts

Operations & Capital Asset Maintenance: na
Is this request for new or existing infrastructure? NA
What is the expected useful life of the project/Improvement? NA
Year that Operating Incr/(Decr) will take effect? NA
What is the estimated annual operating cost increase or (decrease) for this project? NA
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $725,988

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
NA

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Ongoing projects that are being funded from this program and remaining fund allocations include the following: Upper Harbor Terminal public infrastructure, Waterworks (1st Street South bridge and sidewalk), Jefferson Street Northeast shared use trail, 27th Street Northeast reconstruction, and Bassett Creek Valley.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
NA

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
NA

Minneapolis Goals and Strategic Direction

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

While this budget request shows that this program implements many of the goals and policies contained in the comprehensive plan, it should also be noted that in many cases these projects are also referenced in related small area plans or community development framework plans. These projects often require long lead times for planning, collaborative project coordination and financial planning and when complete, these projects often need to proceed into the implementation phases at a much faster pace than would be afforded through the normal capital improvement programming process.

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CITY OF MINNEAPOLIS

PV092 Technology Drive NE and 37th Ave NE

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 64 of 72
Contact Phone Number: (612) 673-5307
Website:

Project Location:

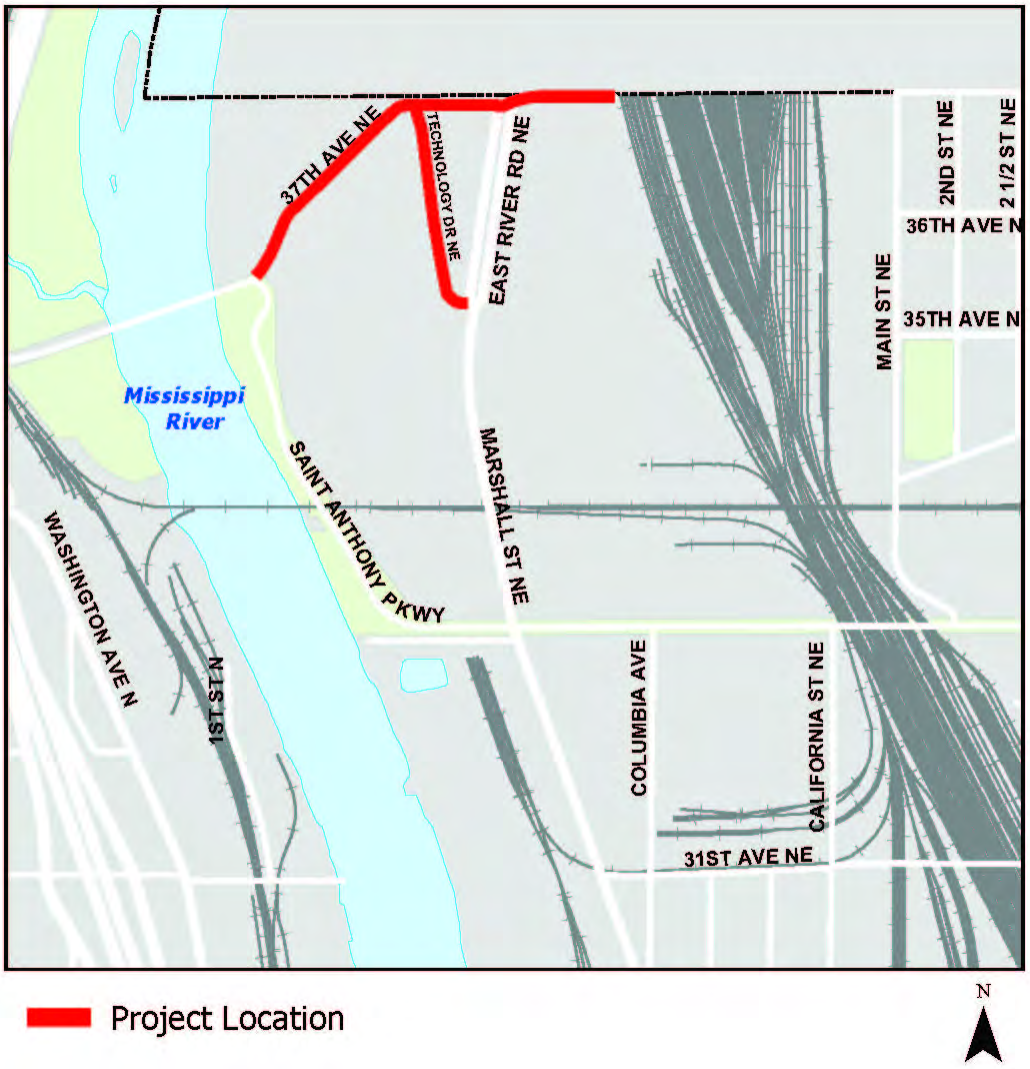
Address: Technology Drive and 37th Avenue NE
City Sector: East
Affected Neighborhoods: Columbia Park
Affected Wards: 1
Description of Location: 42nd Avenue North to East River Road

Project Description:

The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive. Existing conditions on 37th Avenue NE include four travel lanes between St. Anthony Parkway and Marshall Street NE, and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side of 37th Avenue NE, and intermittent sidewalk on the north side of the street. There is also a bituminous bicycle and pedestrian trail (Mississippi River Regional Trail) located on the north side of the street between St. Anthony Parkway and Marshall Street NE. Existing conditions on Technology Drive include two travel lanes, two parking lanes, and no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial with few street-fronting properties and large surface parking lots. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

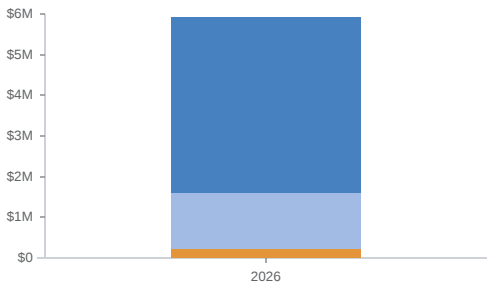
This project is intended to improve the right-of-way for all users and modes of travel. 37th Avenue Northeast was built in phases in 1900 and 1977 and is currently rated in “poor” condition with a Pavement Condition Index (PCI) of 48 as measured in 2015. Technology Drive was constructed in 1958 and is currently rated in “very poor” condition with a PCI of 16 as measured in 2010. Both streets have pavement surfaces beyond their expected useful lives. This project provides an opportunity to improve the pavement conditions, add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees. 37th Avenue NE records an average daily traffic count between 5,000 and 7,850 vehicles per day, and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits, but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day.



Project Cost Breakdown

PV092

Updated 2 weeks ago



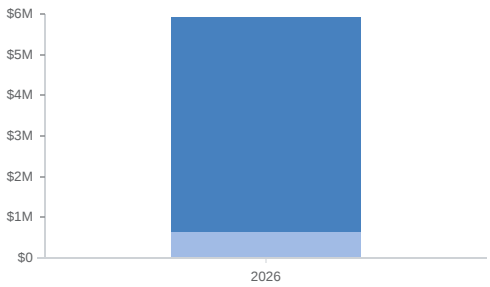
$5,934,000.00

Expenses in 2026

Department Funding Request

PV092

Updated 2 weeks ago



$5,934,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was completed on June 12, 2017

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No, there are no transit routes on 37th Avenue or Technology Drive. While this is not a high-volume pedestrian corridor, implementation of sidewalks and ADA compliant ramps will improve access and connectivity to the corridors that connect and provide access to nearby transit stops (Metro Transit Route 11).

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the Bicycle Master Plan identifies a trail as the recommended facility type along 37th Street Northeast between St. Anthony Parkway and Marshall Street Northeast.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way varies from approximately 45 feet to 200 feet on 37th Avenue, and is 66 feet on Technology Drive. Grades and encroachments typically limit utilization of the entire legal right-of-way. The only sidewalks within project limits are located on the north side of 27th Avenue, though are intermittent with substantial gaps throughout the corridor. The area along the project corridor is predominantly commercial-industrial and primarily provides access for trucks and employees.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/improvement? 60
Year that Operating Increase/(Decrease) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.6 miles, the estimated annual cost to maintain this roadway is $6,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV095 4th St N & S (2nd Ave N to 4th Ave S)

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Bill Fellows
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 30 of 75
Contact Phone Number: (612) 673-5661
Website: TBD

Project Location:

Address: 4th St N & S
City Sector: Downtown
Affected Neighborhoods: Downtown
Affected Wards: 3 and 7
2nd Ave N to 4th Ave S

Project Description:

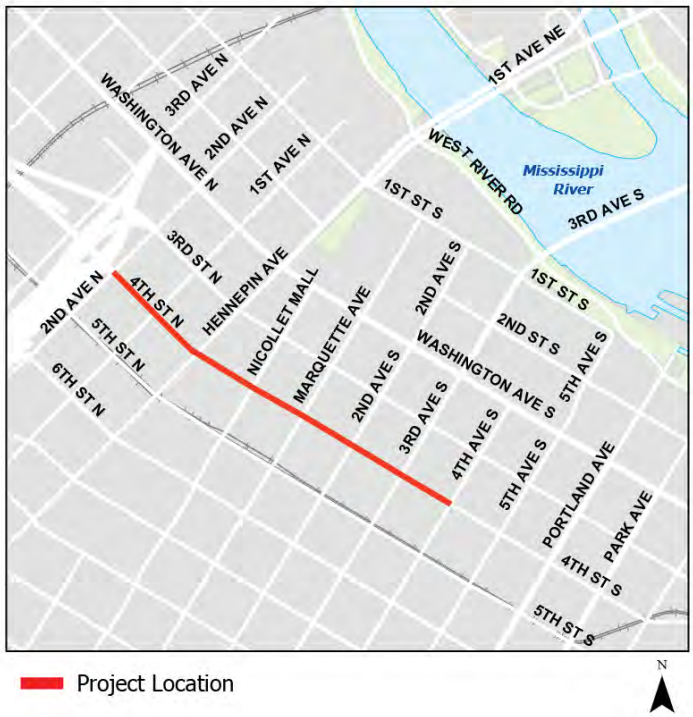
The proposed project will reconstruct 0.59 miles of 4th St N/S in Downtown Minneapolis from 4th Ave S to 2nd Ave N. Currently the corridor includes sidewalk on both sides of the street, an interim protected bikeways, three eastbound traffic lanes, and on-street parking west of Hennepin Ave and in front of City Hall. The area along the project corridor includes a range of institutional, commercial, and high-density residential. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, a two-way protected bikeway, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, new pavement markings, as needed. Furthermore, the street will include fewer and narrowed traffic lanes, wider sidewalks, a two-way protected bicycle lane, lighting, bicycle signals, and streetscape elements.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1961 and 1963 and the majority of the street segments are currently rated “poor” to “very poor” according to the City’s Pavement Condition Index (PCI), as measured in 2017. This segment of 4th St N/S has a pavement surface that is beyond its expected useful life. The average daily traffic on 4th St N/S included 4,450 pedestrians, 440 bicyclists, and 10,000 to 20,000 motor vehicles.

Project Visuals and Map:

Project Title: 4th St North and South

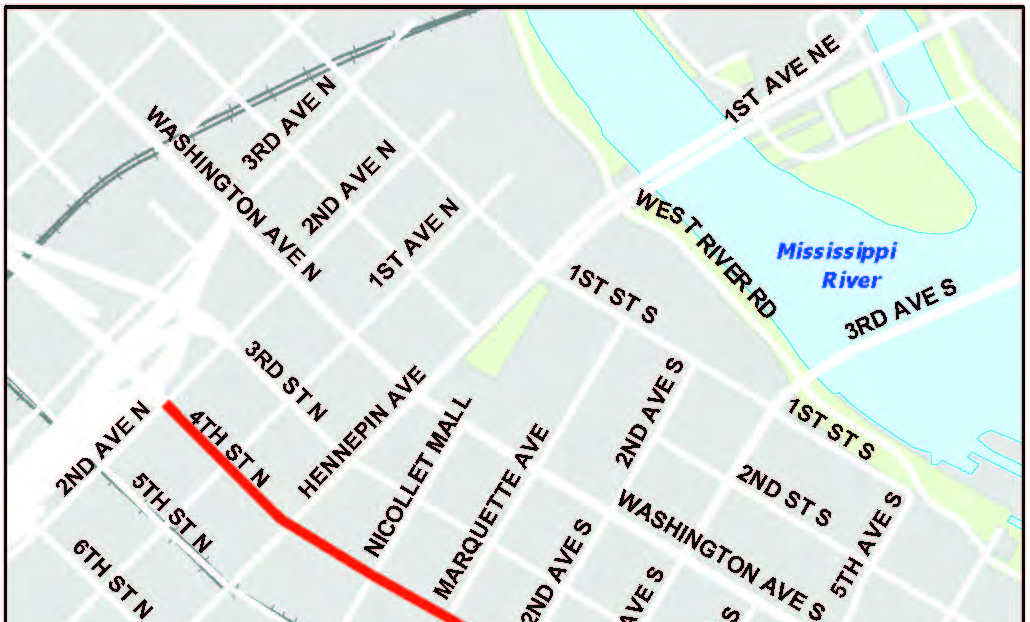


Minneapolis
City of Lakes

PV095 4th St N and S, 2nd Ave N to 4th Ave S

Contact: Bill Fellows, 612-673-5661

Project information is subject to change.

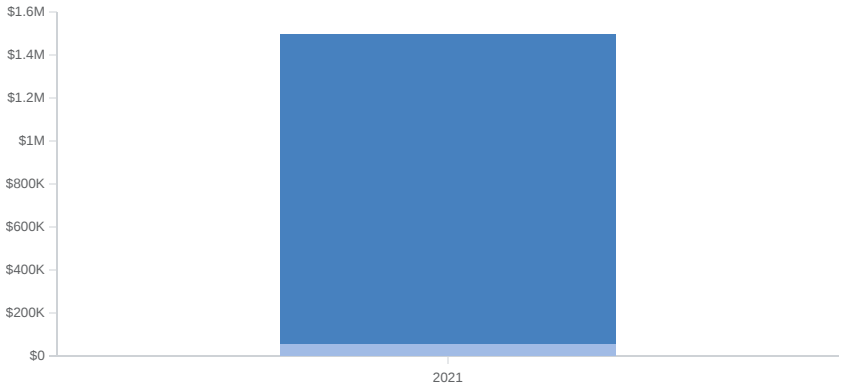




Project Cost Breakdown

PV095

Updated 2 weeks ago



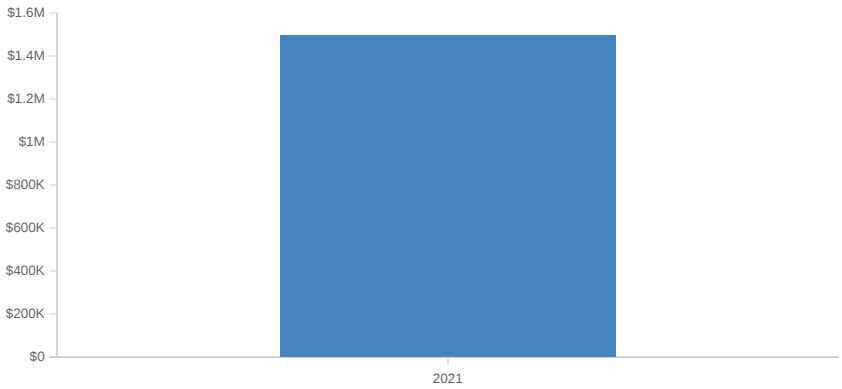
$1,500,000.00

Expenses in 2021

Department Funding Request

PV095

Updated 2 weeks ago



$1,500,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City will coordinate with Metro Transit to route buses during construction. There are no financial partners at this time.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? The project supports growth in the city's tax base.

Describe the economic development impact of the project:
Reconstruction of 4th Street supports ongoing redevelopment in the North Loop, Nicollet Mall, and Downtown East areas. It's function as a connection between these areas and as a pathway to and from downtown for pedestrians, bikes, busses, and cars is important for the long-term economic development potential of the area.

Does the project support redevelopment opportunity that without the project would be infeasible?
Unknown

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The 4th St corridor is a heavily used transit route that is currently being used by various local and express routes. The contra-flow bus lane has been removed to facilitate the reconstruction and the bus routes relocated to 3rd St S and 7th St S. This project also has high pedestrian activity because of its location in the core of downtown, including direct access to the Commons Park, Federal Courthouse, Nicollet Mall, Central Library and City Hall.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The right of way is constrained; in general, lane widths will be reduced, on-street parking will be provided during off-peak periods, while the pedestrian and bicycle realms will be expanded and improved.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.59 miles, the estimated annual cost to maintain this roadway is $5,900.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works began preliminary design and public involvement in early 2017 and intends on completing detailed design in 2019, with reconstruction starting in 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a two year construction project. Spreading the construction over a larger number of years will decrease the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

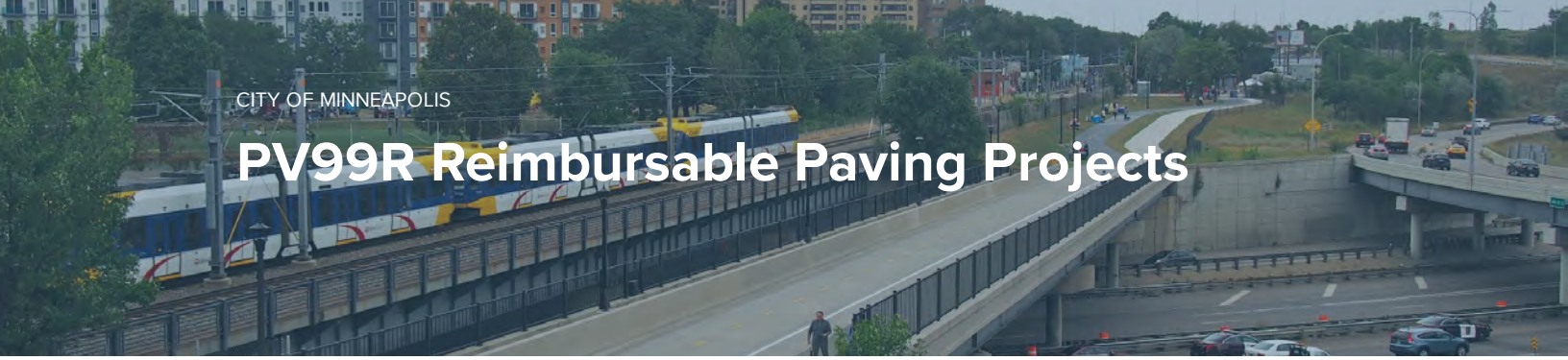
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV99R Reimbursable Paving Projects

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Larry Matsumoto
Level of Need: Desirable
Estimated Project Completion Date: 11/15/2026
Department Priority: Not Applicable
Contact Phone Number: (612) 919-1148
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
various locations throughout the City.

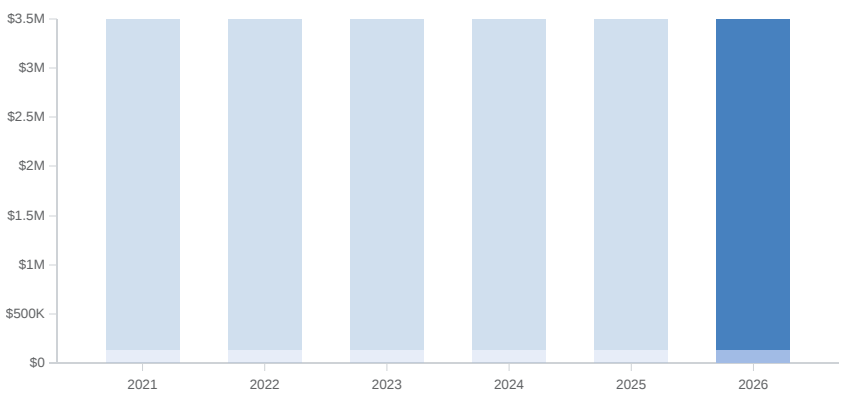
Project Description:

These funds are requested to allow Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Project Cost Breakdown

PV99R

Updated 2 weeks ago

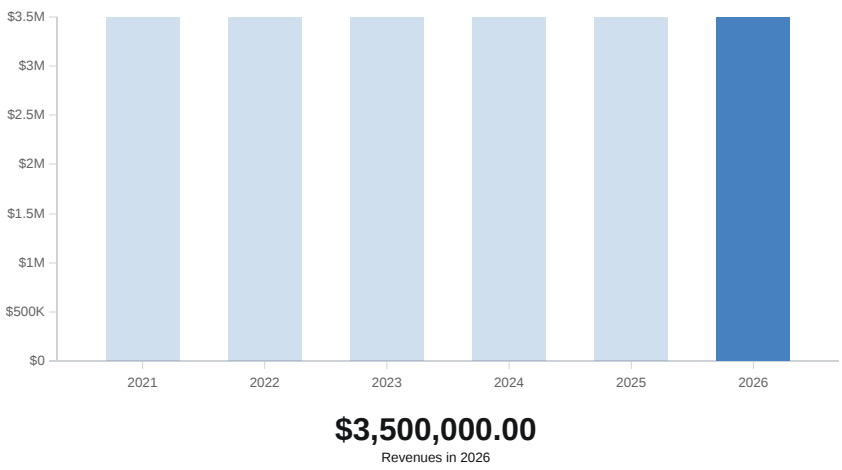


$3,500,000.00
Expenses in 2026

Department Funding Request

PV99R

Updated 2 weeks ago



$3,500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
Not Applicable
What is the expected useful life of the project/improvement? Not Applicable
Year that Operating Incr/(Decr) will take effect?
Not Applicable

What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable

Any Prior Year Remaining Bond Authorizations?
Not Applicable

Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating
cost impacts cannot really be determined. The Street Maintenance Department would cover any routine costs that would result
from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Not Applicable

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

PV104 ADA Ramp Replacement Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Kelsey Fogt
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 20 of 72
Contact Phone Number: 612-673-3885
Website: TBD

Project Location:

City Sector: All
Affected Neighborhoods: All
Affected Wards: All
Description of Location

Project Description:The City of

The City of Minneapolis has more than 15,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of up to 100 deficient or non-compliant pedestrian ramps per year. This program is separate from the work programmed within SWK01, which addresses deficiencies along the nearly 2,000 miles of sidewalks in Minneapolis.

Purpose and Justification:

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity."
(42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

Project Visuals and Map:

Project Title: ADA Ramp Replacement Program





City crews install a new, ADA-compliant pedestrian ramp.





Some pedestrian ramps do not meet current ADA standards for accessibility.

Minneapolis
City of Lakes

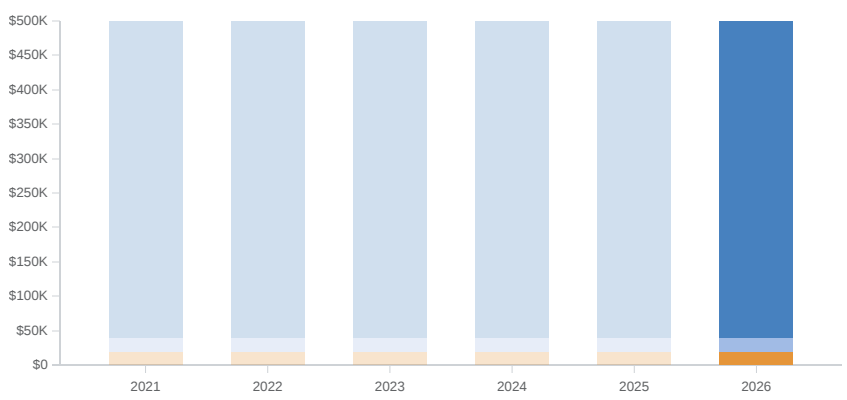
PV104 ADA Ramp Replacement Program
Contact: Kelsey Fogt, 612-673-3885

Project information is subject to change.

Project Cost Breakdown

PV104

Updated 2 weeks ago



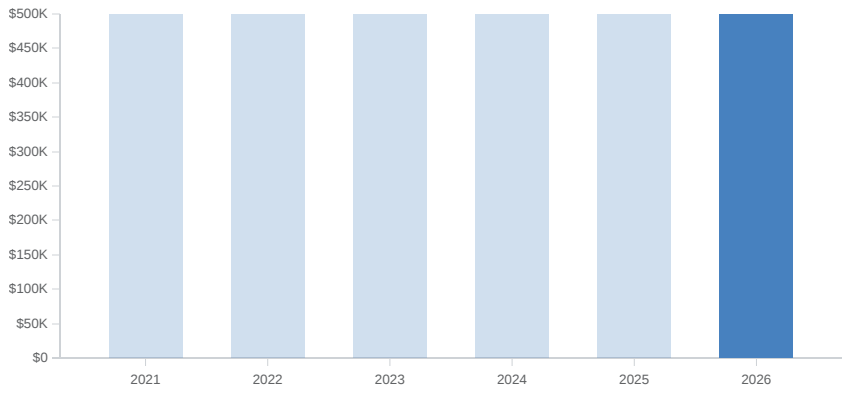
$500,000.00

Expenses in 2026

Department Funding Request

PV104

Updated 2 weeks ago



$500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
no

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on May 9, 2014. The program was found to be consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The program includes project areas that are within or near transitways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, this project improves the environment for all pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes. Minneapolis has many constrained right of ways which will make designing the pedestrian ramps to standard very challenging. There is potential for site specific innovative design options.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
Existing
What is the expected useful life of the project/Improvement? 25 Years

Year that Operating Incr/(Decr) will take effect? NA
What is the estimated annual operating cost increase or (decrease) for this project? NA
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: NA

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
No net change.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis completed a self-assessment of sidewalk corners during the summer of 2012 and is currently in the process of updating the ADA Transition Plan. The City will annually identify project areas and design needs to be addressed during the normal construction season (April-October) until the systematic replacement citywide is accomplished.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is some flexibility in the funding level and the number of ramps that can be addressed each year which is dependent upon the amount of funding per year. Minneapolis is required to upgrade all non-compliant and/or deficient curb ramps; more funding per year allows the City to make greater progress toward this commitment. However, there is a limit to the amount of work that can be reasonably accomplished annually based on availability of labor, coordination efforts, and weather-related constraints.

Minneapolis Goals and Strategic Direction

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Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as ramp improvements help to complete a corridor and provide access to the sidewalk network, which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV108 Concrete Streets Rehabilitation Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Petru Vizoli
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 9 of 72
Contact Phone Number: 612-673-2368
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: All
Affected Wards: All

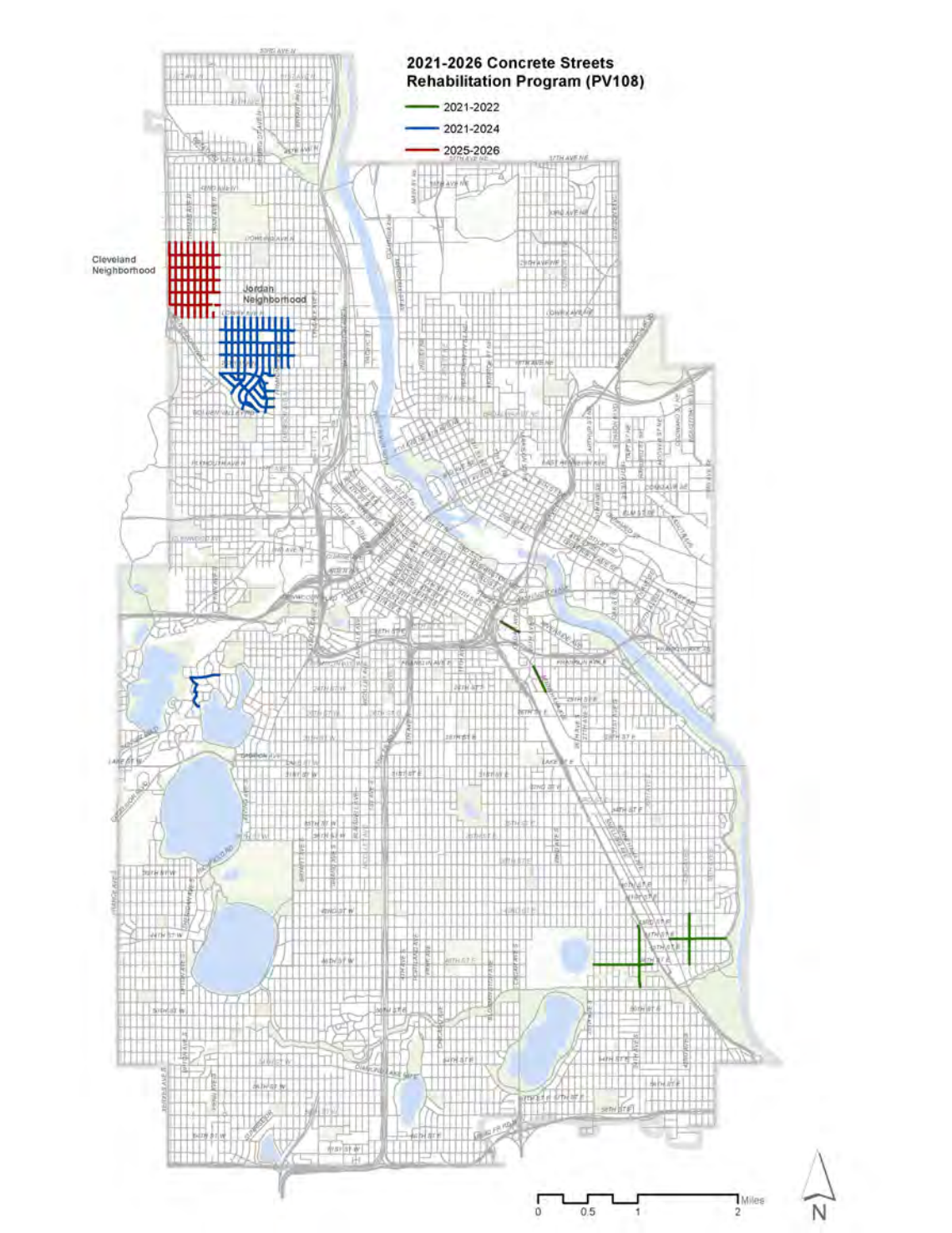
Project Description:Minneapolis Public

Minneapolis Public Works operates and maintains approximately 155 miles of concrete streets, of which approximately 82% were built as part of the residential paving program between 1961 and 1976. In order to maintain and improve the pavement condition of concrete streets, the City identifies rehabilitation activities for concrete streets, which may include: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing, and diamond grinding of the pavement surface. This construction includes replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

Purpose and Justification:

The objective of this program is to perform rehabilitation activities along the concrete streets to further extend the life of the street in advance of a costlier reconstruction. This construction can extend the life of the existing street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter.

Project Visuals and Map:



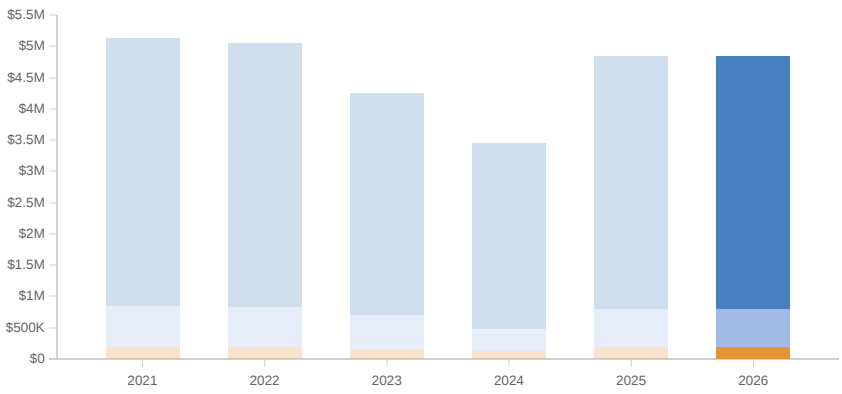
Write a short title for the content below



Project Cost Breakdown

PV108

Updated 2 weeks ago



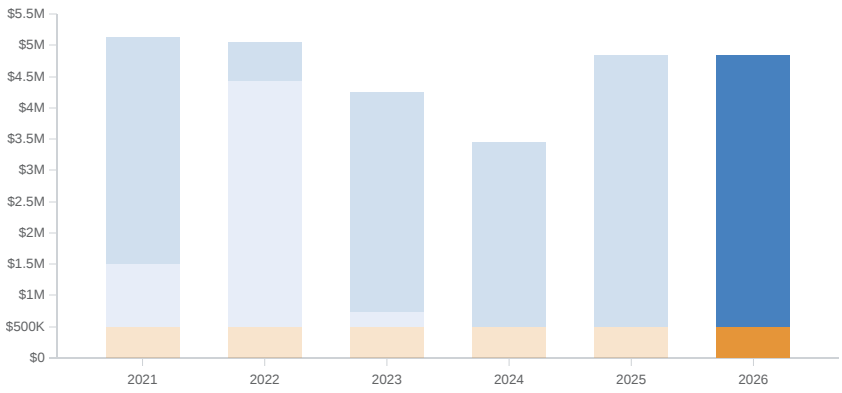
$4,852,000.00

Expenses in 2026

Department Funding Request

PV108

Updated 2 weeks ago



$4,852,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Centerpoint Energy has a program to upgrade residential gas meters. A large number of the properties require upgrades are located within neighborhoods with concrete streets. The work with Centerpoint and other City utilities will be coordinated to minimize disruptions after project completion.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.
Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this project took place June 4, 2015. The project was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This program primarily addresses residential streets which are generally not on transit routes or high-volume pedestrian corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The scope of this program is for concrete street rehabilitation. Pedestrian curb ramps directly impacted by construction will be replaced. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? $5,000/mile
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $2,014,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The 2018 appropriation is being utilized to rehabilitate concrete streets within the Waite Park Neighborhood. It is anticipated that all 2018 appropriations will be utilized.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The concrete rehabilitation program is utilizing rolling construction in that the physical work can be scaled to meet available appropriations. If appropriations are decreased, there is a risk that the work will become less attractive for prospective contractors.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

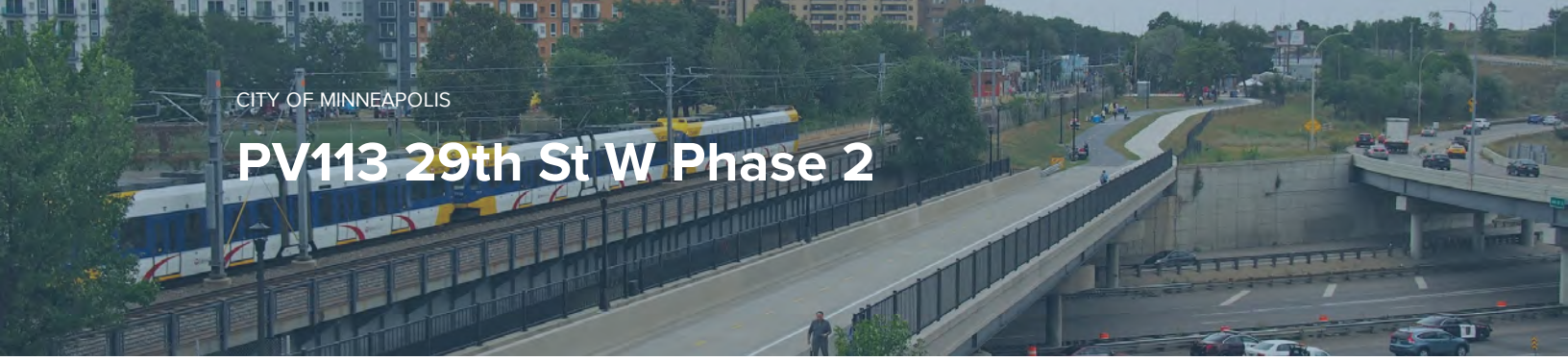
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Concrete Rehabilitation Program reduces annual maintenance expenditures, extends the life of the pavement 10 or more years, and therefor delays the need to completely reconstruct these streets. The program prevents the development of potholes, improves the ride quality and the overall pavement condition of these streets.

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CITY OF MINNEAPOLIS

PV113 29th St W Phase 2

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 40 of 57
Contact Phone Number: (612) 673-3614
Website: TBD

Project Location:

Address: 29th St W
City Sector: Southwest
Affected Neighborhoods: Lowry Hill East
Affected Wards: 10
Fremont Ave S to Emerson Ave S and Dupont Ave S to Bryant Ave S

Project Description:

This multi-phase project involves the reconstruction of 29th Street W between Emerson Avenue S and Bryant Avenue S. The proposed project includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Bryant Avenue S. The segment from Emerson Avenue S to Dupont Avenue S has been vacated and is now privately owned. This project includes the reconstruction of a low-volume, low-speed street abutting the Midtown Greenway. The reconstruction involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1984 or were never formally paved. The segments are in “very poor” or “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale as measured in 2017. 29th Street W is a local street that is adjacent to several new high-density housing developments. Curb and gutter is typically non-existent or in very poor condition. Sidewalks are only located on the south side of the street. There are several new developments in this area and the population density has increased greatly over the last five years. An emphasis will be placed on improving the pedestrian environment. The block between Dupont Avenue S and Colfax Avenue S includes a subgrade bridge that was once used as a rail portal and is in need of repair or removal. As part of this project, a plan for renovation or replacement may be needed to construct the street above. The fence along the north side of the corridor is possibly historical and may need to be addressed. The block between Emerson Avenue S and Dupont Avenue S is privately owned and is not part of this project. This segment of West 29th Street has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm.

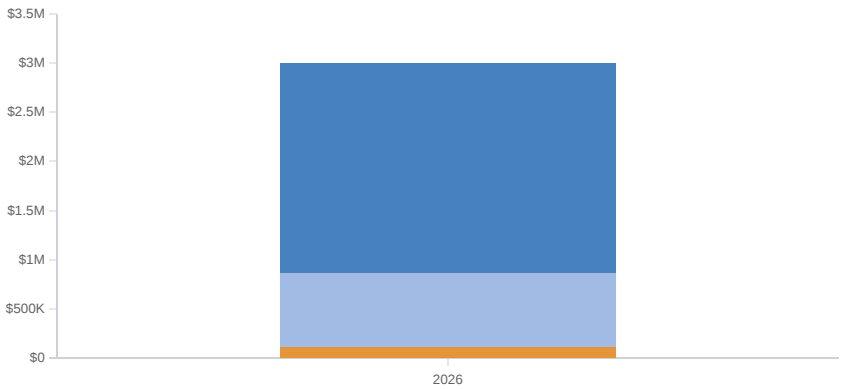
Project Visuals and Map:



Project Cost Breakdown

PV113

Updated 2 weeks ago



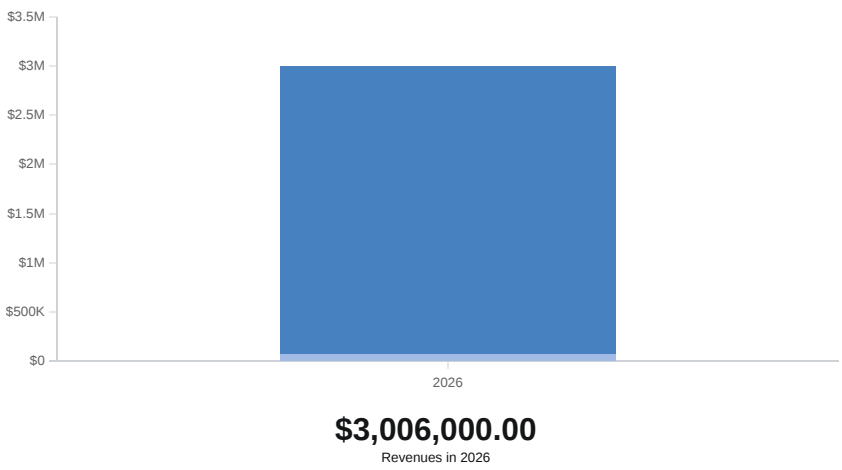
$3,006,000.00

Expenses in 2026

Department Funding Request

PV113

Updated 2 weeks ago



$3,006,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project will need to be coordinated with adjacent property owners. Adjacent property owners will need to pay the capital and maintenance costs for enhancements.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was completed on June 4, 2015.

Economic Development

Will the project contribute to growth in the city's tax base? Yes

Describe the economic development impact of the project:
Significant redevelopment adjacent to the project site has occurred over the past 10 years, but additional opportunities remain. The project supports local transportation and livability improvements consistent with redevelopment efforts.

Does the project support redevelopment opportunity that without the project would be infeasible?
Possibly. However, even without the project, there are likely redevelopment opportunities that would still be feasible. Redevelopment immediately adjacent to the site is anticipated. Completing this project will make it easier for residents of redeveloped properties better access business establishments along Lake Street and Lyndale Avenues.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
This project will include accommodations for pedestrians, providing direct pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
There is only a 40 foot wide right-way for this corridor. There is a potential for innovative design to support multiple modes of transportation.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? Less than ($1,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $5,000 per mile per year for a residential type of roadway. Given the length of this project at 0.18 miles, the estimated annual cost to maintain this roadway is $900 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV118 Hennepin Ave (Wash Ave N to 12th St S)

Project Details:

Project Start Date: 4/15/2020
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Rick Kreuser
Level of Need: Significant
Estimated Project Completion Date: 11/15/2022
Department Priority: 32 of 74
Contact Phone Number: (612) 673-3624
Website: TBD

Project Location:

Address: Hennepin Ave
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 3,7
12th St S to Washington Ave

Project Description:

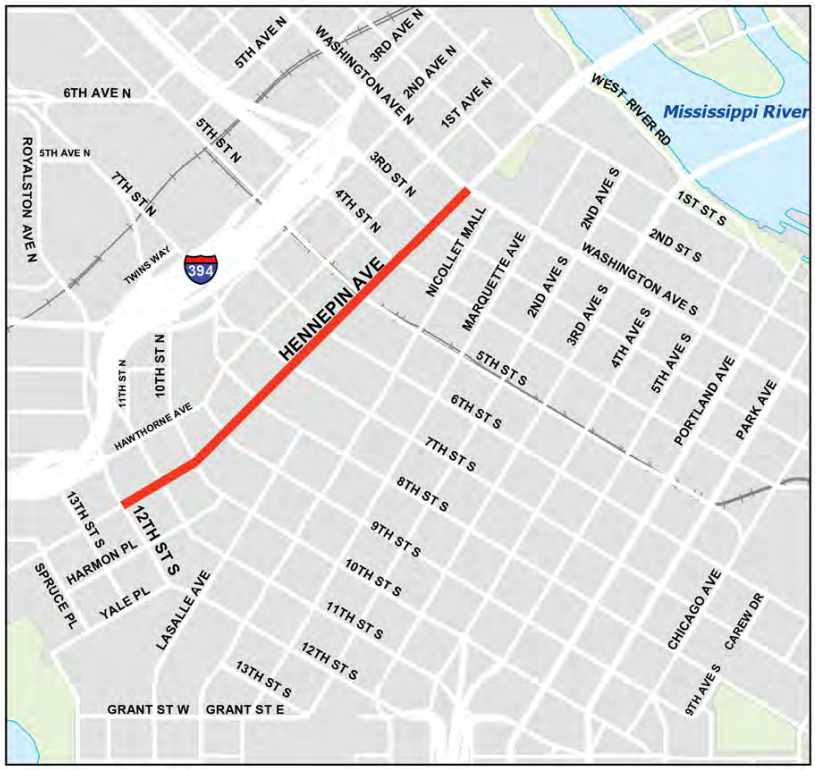
The proposed project is a complete reconstruction of Hennepin Ave from Washington Ave to 12th St S, approximately 0.75 miles. The proposed project will reconstruct the pavement surface, curb and gutter, street lighting, signals and signage, and sidewalks. Landscaping and street furniture may also be included in the project if identified by the corridor property owners as a priority. Metro Transit is coordinating with the project to provide appropriate facilitates and is including facilities for the E-Line Bus Rapid Transit (BRT) line to be included at the time of reconstruction. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, protected bikeway accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This section of Hennepin Ave was constructed in 1986. The Pavement Condition Index (PCI) was last measured in 2017 and was rated overall ‘Poor’ to ‘Very Poor’ condition. In 2014-2015, the average daily traffic on Hennepin Ave included 7,600 pedestrians, 8,100 transit riders, 1,300 bicyclists, and 15,600 to 18,600 motor vehicles. Significantly more buses were using Hennepin Ave during the reconstruction of Nicollet Mall, with many of those bus routes moving over to Hennepin Ave for approximately two years.

Project Visuals and Map:

Project Title: Hennepin Avenue Downtown

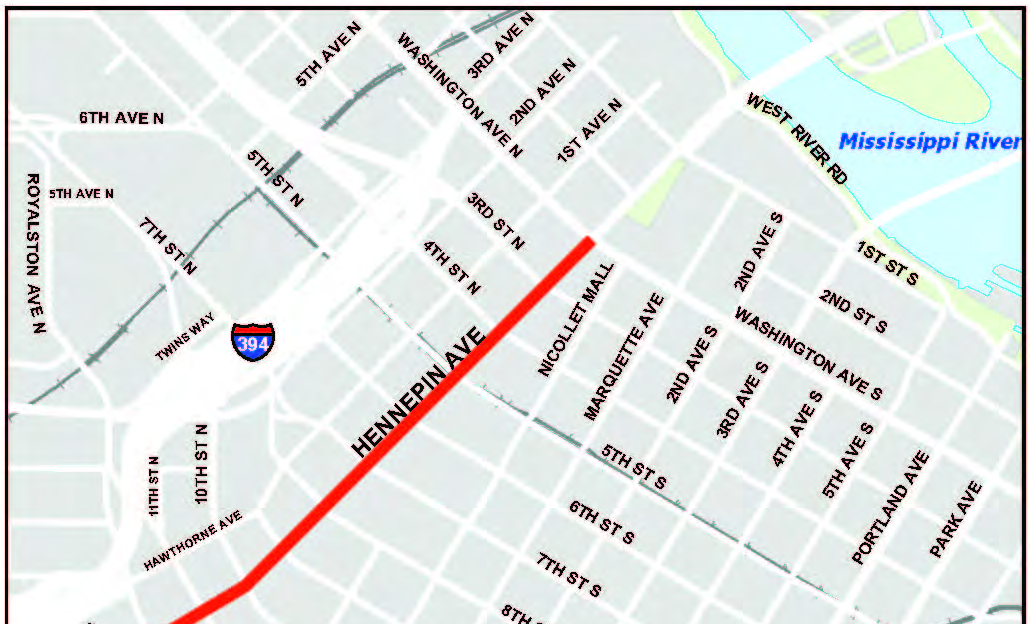


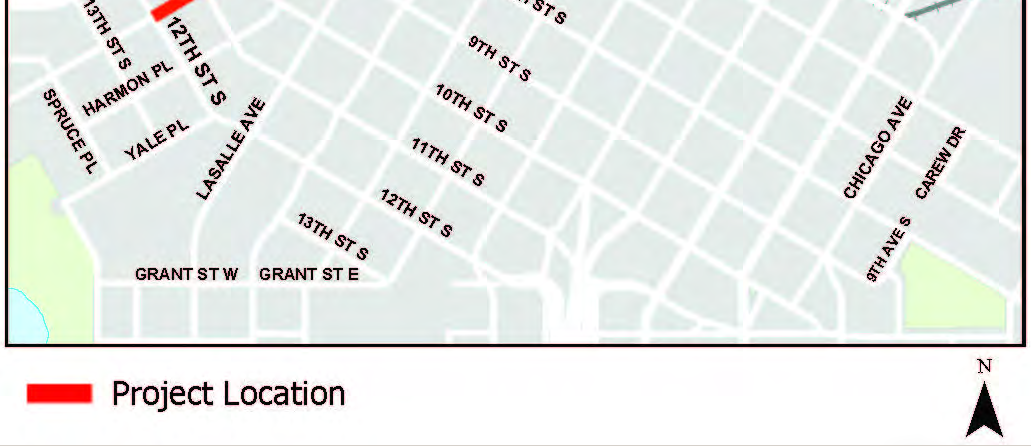
Minneapolis
City of Lakes

PV118 Hennepin Ave, Washington Ave to 12th St

Contact: Rick Kreuser, 612-673-3624

Project information is subject to change.

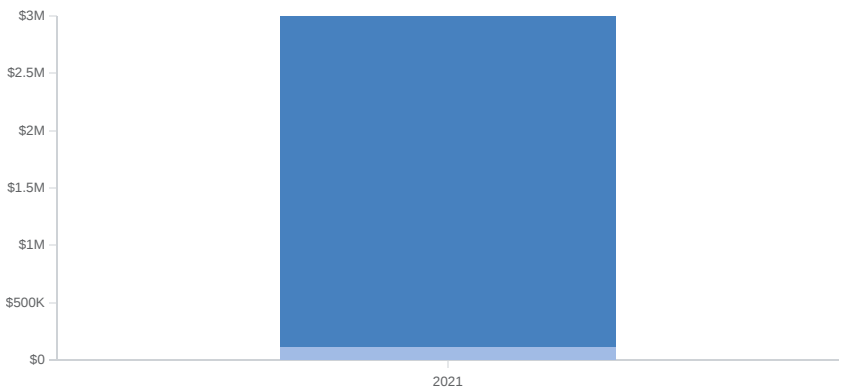




Project Cost Breakdown

PV118

Updated 2 weeks ago



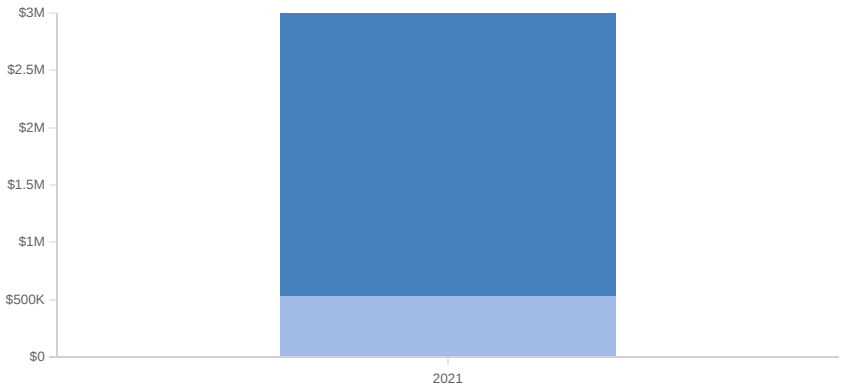
$3,000,000.00

Expenses in 2021

Department Funding Request

PV118

Updated 2 weeks ago



$3,000,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $7,000,000 of federal funding has been awarded to this project for construction in 2020.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project will require coordination with numerous downtown agencies and organizations. Additionally, Metro Transit is an integral partner in developing the plans for the corridor.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
The location and review was approved on 6/4/15.

Economic Development

Will the project contribute to growth in the city's tax base? Supports substantial tax base growth.

Describe the economic development impact of the project:
Major redevelopment opportunities exist adjacent to the Hennepin Ave reconstruction project, in addition to the wide variety of commercial, office, residential, and entertainment activity that already occurs in close proximity to the corridor. A high quality street that serves pedestrians, transit, bicyclists, and motorists is important to the economic health of this regional destination.

Does the project support redevelopment opportunity that without the project would be infeasible?
Reconstruction of the street will enhance desirable development areas adjacent to the project and support the economic health of uses present along the corridor.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The project corridor is served by many Metro Transit local and express bus routes, with intersecting service provided on most cross streets. Metro Transit has also identified this corridor as part of an upcoming BRT line. The Hennepin Ave corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Metro Tranist will also improve their bus facilities in coordination with the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Hennepin Ave between Washington Ave and 12th St ranges from 88 to 100 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly commercial with many restaurants and entertainment venues along the corridor.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: A capital streetscape assessment is set to expire in 2020. A capital enhanced lighting assessment is set to expire in 2025. An operations and maintenance enhanced lighting assessment is present for the life of the existing system.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
This roadway will likely need a mill and overlay in about 20 years and will need regular maintenance such as crack sealing and/or sealcoating to realize the full life of the pavement.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
This roadway will likely need a mill and overlay in about 20 years and will need regular maintenance such as crack sealing and/or sealcoating to realize the full life of the pavement.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This will likely be a 2-year roadway reconstruction project, with finalization, final plantings, and workmanship repairs in 2022.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV122 Dowling Ave (Lyndale Ave N to 1st St N)

Project Details:

Project Start Date: 4/15/2022
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Alexander Kado
Level of Need: Significant
Estimated Project Completion Date: 11/30/2022
Department Priority: 29 of 72
Contact Phone Number: (612) 673-5192
Website: TBD

Project Location:

Address: Dowling Ave North
City Sector: North
Affected Neighborhoods: Webber-Camden, Camden Industrial, McKinley
Affected Wards: 4
Lyndale Ave North to 1st Street North

Project Description:

This proposed project is being closely coordinated with the broader redevelopment and regional park construction at the Upper Harbor Terminal (UHT) site. Infrastructure improvements to be completed by the City will include:

- Reconstruction of Dowling Avenue from Lyndale Ave N into the UHT site
- Construction of a north-south street that also will function as a parkway for multimodal access to the park and adjacent developments
- Construction and rehabilitation of public utility infrastructure, including water, storm sewer, and sanitary sewer; to serve the near-term development, as indicated by the UHT Concept Plan adopted by City Council (March 2019)
- Stormwater management infrastructure related to the public right-of-way

The proposed project will reconstruct approximately 0.3 miles of Dowling Ave North from Lyndale Ave North to the planned parkway within the Upper Harbor Terminal (UHT) redevelopment site. The existing Dowling Bridge, which is owned and maintained by MnDOT, will not be reconstructed as a part of this project. This corridor serves an estimated 50 people walking, 40 people biking, and between 9,500 to 16,700 people driving per day. Currently, the existing corridor consists of two to three traffic lanes, but lacks consistent pedestrian and bicycle facilities. This portion of the project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, pedestrian scale lighting, green infrastructure, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings as needed.

The proposed project will also construct up to 0.9 miles of parkway, which will connect to Dowling Ave North and then travel north/south within the UHT site. This portion of the project is a construction project involving the designation of a new right-of-way and will include sidewalks, ADA pedestrian ramps, pavement, curb and gutter, parkway lighting, green infrastructure, and utility improvements. The project will also include new signage and new pavement markings, as needed.

The proposed project will also construct and rehabilitate public utility infrastructure, including water, storm sewer, and sanitary sewer, to serve the near-term development. The proposed plan for the upgrading for the public utilities has been planned to support the street design and planned

Purpose and Justification:

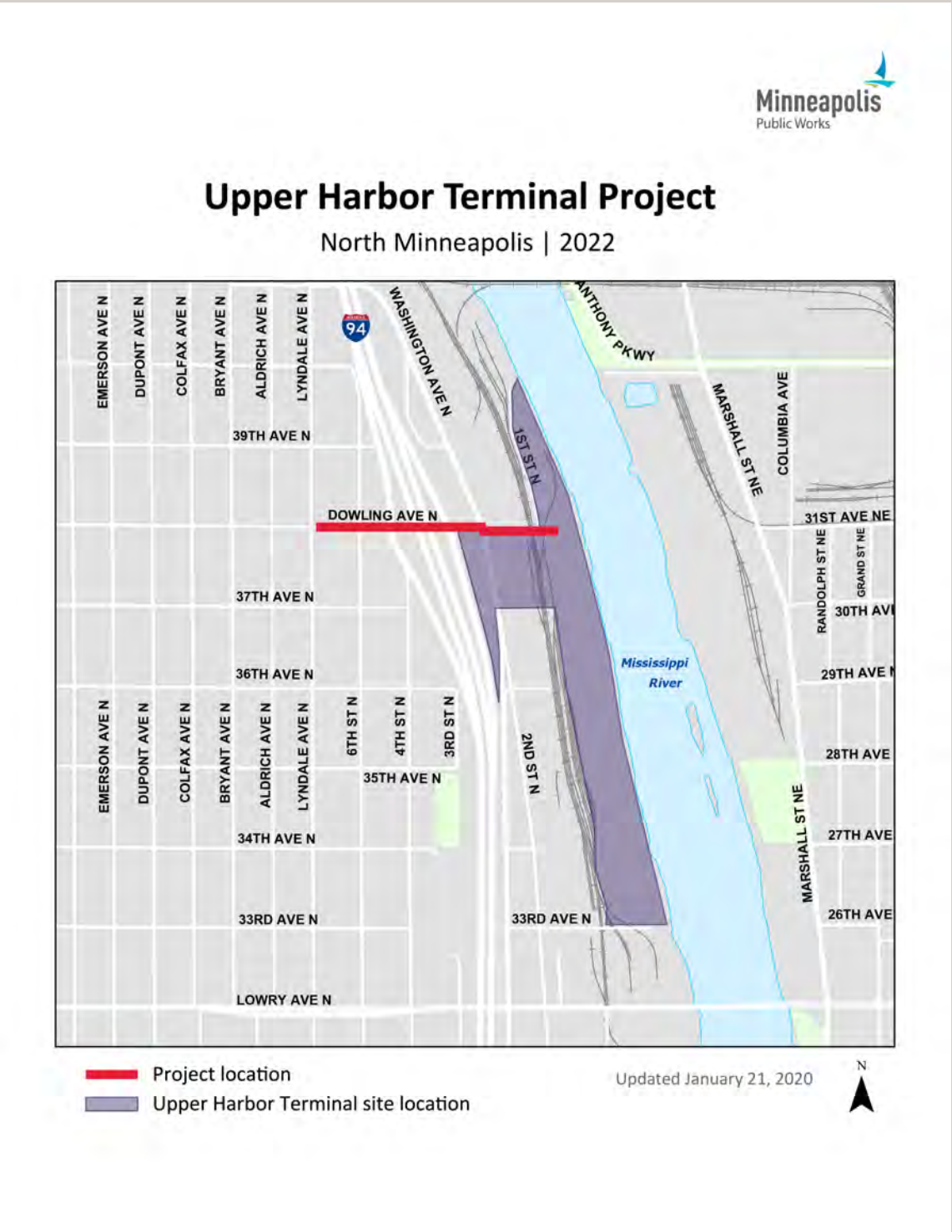
This project is intended to improve the right-of-way and public utilities for all users and modes of travel. The section from Lyndale Ave North – the eastern side of I-94 was built in 1978 and is currently rated in fair condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 80 in 2017. The section from the eastern side of I-94 – 1st St North was built in 1968 and is currently rated in poor condition by the City's pavement management system with a PCI rating of 70 in 2017. These segments of Dowling Ave North have pavement surfaces that are beyond their expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions and implement an off-street bicycle facility.

This project is needed to make the 48-acre City-owned UHT redevelopment site accessible for residents, workers, and visitors. The improved infrastructure will provide access to approximately one mile of Mississippi riverfront.

development. This work has been developed in close coordination with the development team and MPRB. As a part of this work, the City is exploring several options to implement innovative stormwater solutions in the public right-of-way to treat and improve the quality of water entering the Mississippi River.

In June 2018 the State of Minnesota awarded a $15 million General Obligation (G.O.) bond-funded grant to the City and Minneapolis Park and Recreation Board (MPRB) for public infrastructure on the UHT site. The Concept Plan stated that these funds will be allocated as $9 million to the City and $6 million to the MPRB. The City of Minneapolis is responsible for providing local funding to the project at least equal to their share of the State bond funds to assure that the project is fully funded.

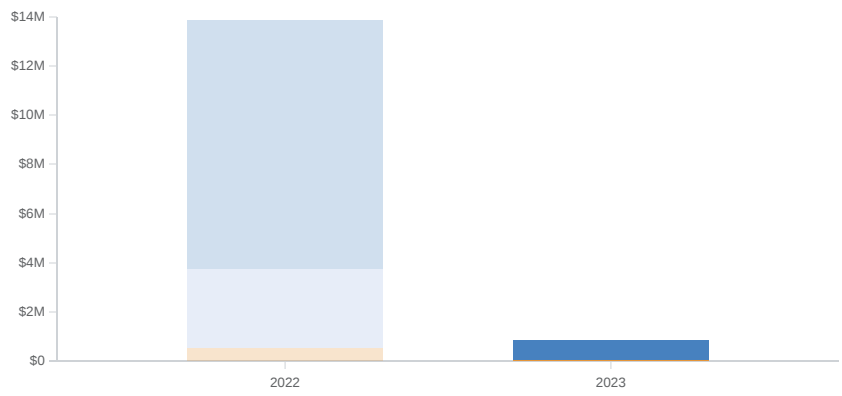
Project Visuals and Map:



Project Cost Breakdown

PV122

Updated 2 weeks ago



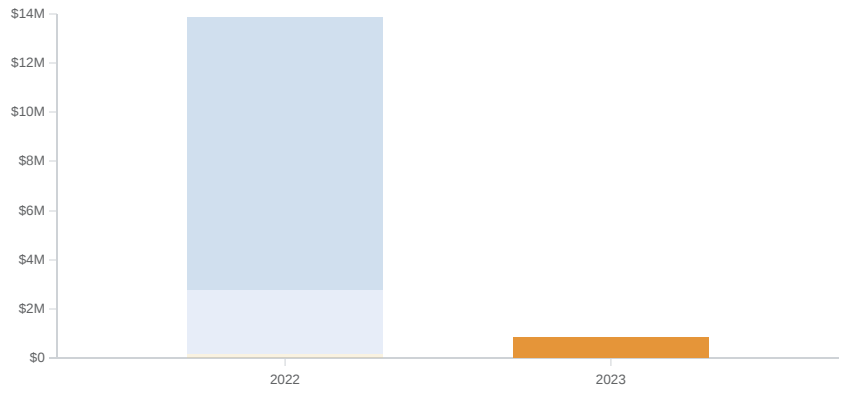
$840,000.00

Expenses in 2023

Department Funding Request

PV122

Updated 2 weeks ago



$840,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
State Bond funds and a TEDI Grant were awarded for the Upper Harbor Terminal development site and associated infrastructure, which includes this segment of Dowling Ave North.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project is a high priority for North Minneapolis and has been in the planning phases for over a decade. Collaboration with the Minneapolis Park and Recreation Board and CPED has resulted in several studies and plans for this area. The 2015 closure of the St. Anthony Lock and Dam no longer makes this site a viable shipping hub and it is in the best interest of the city to redevelop the site.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
In 2018 the project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports substantial tax base growth.

Describe the economic development impact of the project:
Improvement of conditions on Dowling Ave North and construction of a north-south parkway will support redevelopment efforts of the City-owned Upper Harbor Terminal site.

Does the project support redevelopment opportunity that without the project would be infeasible?
Without this project, redevelopment and access to the city owned Upper Harbor Terminal site would be significantly diminished. The improvements to Dowling Ave North and the construction of a north-south parkway will support a transformative investment in riverfront property resulting in new job opportunities and growth of the city's tax base.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The western portion of this project (Lyndale Ave North to I-94) receives transit service from the following Metro Transit routes: 721, 724. The eastern portion of this project (I-94 to 1st St North) is not on an existing or planned transitway, however, providing transit service to the redeveloped Upper Harbor Terminal area will be explored by the project team and Metro Transit. This section of Dowling Ave North is expected to be a medium to high volume pedestrian route providing pedestrian access from the North Minneapolis neighborhoods to the Upper Harbor Terminal.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, this project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of an on-street bikeway.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is somewhat constrained and the design will need to balance the needs of all modes to accommodate vehicles, pedestrians, and bicycles.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an MSA type of roadway is estimated at $10,000 per mile per year. Given the 1.2 total miles of project length, the resulting change in operating cost is approximately a net decrease of $12,000 annually.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project must begin by 2022 in order to meet state bonding requirements associated with the development site.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base. This project is needed to make the 48-acre City-owned UHT redevelopment site accessible for residents, workers, and visitors.

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CITY OF MINNEAPOLIS

PV123 Logan Park Industrial

Project Details:

Project Start Date: 4/15/2023
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2024
Department Priority: 31 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: Logan Park Industrial
City Sector: East
Affected Neighborhoods: Logan Park, Northeast park
Affected Wards: 1
Broadway St NE to 17th Ave NE and Tyler St NE to Quincy St NE

Project Description:

The proposed project is the reconstruction of numerous street segments in the Logan Park neighborhood. These streets consist of heavily patched brick pavers and unpaved streets. These streets are primarily in the Logan Park Neighborhood, immediately adjacent to Central Avenue NE. Specific street segments to be reconstructed are:

- 12th Avenue NE – From Jackson Street to Central Avenue
- 13th Avenue NE – From Central Avenue to Tyler Street
- 14th Avenue NE – From Quincy Street to Tyler Street
- 15th Avenue NE – From Jackson Street to Van Buren Street
- Jackson Street NE – From 15th Avenue to Dead-End north of 15th Avenue
- Jackson Street NE – From Broadway Street to 12th Avenue
- Quincy Street NE – From Broadway Street to 15th Avenue
- Tyler Street NE – From Broadway Street to 13th Avenue
- Van Buren Street NE – 14th Avenue to 15th Avenue

The typical existing section with the project area includes two travel lanes and a mix of parallel and perpendicular parking lanes on both sides of the streets. Sidewalks are currently present in limited sections of the project area, as there are significant sidewalk gaps on both sides of the street along a majority of the project area. The land use along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will drastically change the surrounding land uses and density. The proposed project is a full reconstruction involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded rail crossings, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

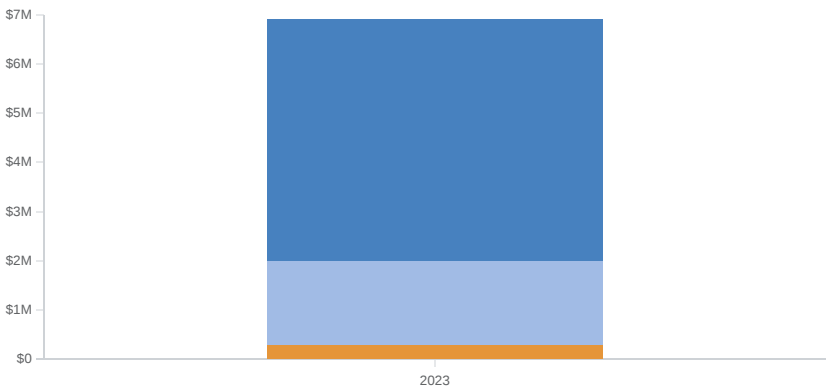
These streets were constructed at various times prior to 1957. They are a mixture of pavement types including brick pavers, asphalt, concrete, asphalt over concrete, and unpaved streets. They have been patched and repaired a number of times. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to upgrade pedestrian infrastructure to make the street accessible for all users. The project's design will draw on the guidance outlined in city policy to address the design of streets with historic pavers. Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 120-330 people walking, 90-330 people biking, and between 15,700 – 19,700 people driving per day.



dProject Cost Breakdown

PV123

Updated today



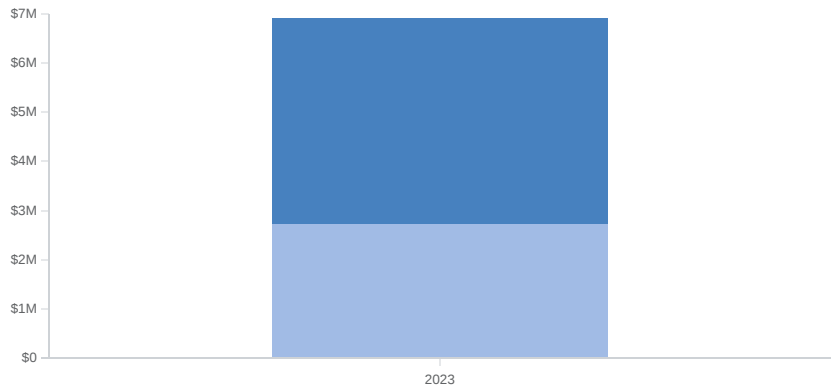
$6,920,000.00

Expenses in 2023

Department Funding Request

PV123

Updated 2 weeks ago



$6,920,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review occurred on 6/14/2018.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicalbe

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No. There are no transit routes on these streets. These are not high volume pedestrian corridors; however, increased pedestrian activity has occurred in recent years with development in the surrounding areas.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes. There are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained within this project area with competing needs for vehicle travel lanes, on-street parking, and sidewalks. Design options have not yet been explored for this project.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.13 miles, the estimated annual cost to maintain these roadways is $11,300 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a two-year construction project. Spreading the construction over additional years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.

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CITY OF MINNEAPOLIS

PV126 Bryant Ave S (50th St W to Lake St W)

Project Details:

Project Start Date: 4/15/2022
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Liz Heyman
Level of Need: Important
Estimated Project Completion Date: 11/15/2023
Department Priority: 33 of 72
Contact Phone Number: (612) 673-2460
Website:
http://www.minneapolismn.gov/cip/futureprojects/bryant-ave-s-reconstruction

Project Location:

Address: Bryant Ave S
City Sector: Southwest
Affected Neighborhoods: CARAG, East Harriet & Lynnhurst
Affected Wards: 10, 13
Lake St W to 50th St W

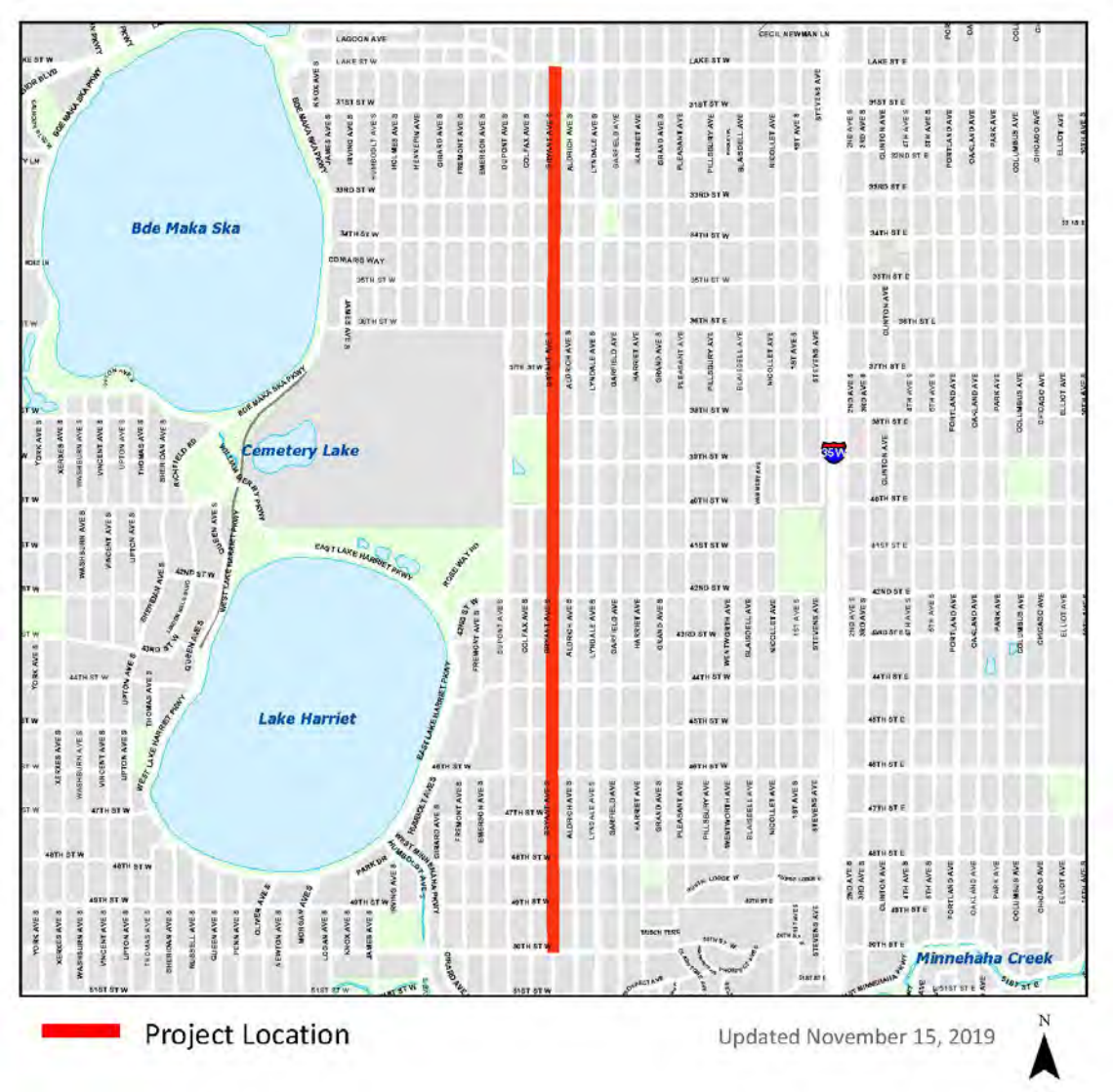
Project Description:

The proposed project is a complete reconstruction of Bryant Avenue S (Municipal State Aid Route 162) from Lake Street W to 50th Street W, a distance of approximately 2.5 miles. Currently the corridor includes sidewalk on both sides of the street, “sharrow” bicycle markings, two traffic lanes, and two parking lanes. The area along the project corridor includes a range of residential densities (many multi-family properties in the north half and single family properties in the south half) with commercial properties at many intersections. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, with consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1957 and 1988 and the majority of the street segments are currently rated “fair” condition according to the City’s Pavement Condition Index (PCI), as measured in 2017. This segment of Bryant Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. The Average Daily Traffic on this section of Bryant Avenue ranges from 1,900 vehicles per day between 48th and 49th Streets, to 3,100 just south of W Lake Street. Non-motorized counts indicate that between 400 and 750 bicyclists use the existing Bicycle Boulevard and 150 and 550 pedestrians use this stretch of Bryant Avenue S daily, with the highest levels of activity occurring near W Lake Street. Metro Transit bus service is provided by Route 4 for the entirety of the corridor, with service to Routes 46 and 146 between 46th Street W and 50th Street W.

Project Visuals and Map:



Project Cost Breakdown

Finance & Property Services will update.

Department Funding Request

Finance & Property Services will update.

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project occurred on 5/26/16

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Routes 4, 46 and 146. The Bryant Ave S corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes. Multi-modal enhancements will be explored with this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Bryant Ave S from 50th St W to Lake St W is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with an elementary school, the Lyndale Farmstead, a neighborhood park, and commercial nodes at 50th St W, 46th St W, 36th St W and Lake St W.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2.5 miles, the estimated annual cost to maintain this roadway is $25,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a two year construction project. Spreading the construction over additional years decreases the cost effectiveness of the project

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

Project Details:

Project Start Date: 4/15/2023
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Forrest Hardy
Level of Need: Significant
Estimated Project Completion Date: 11/30/2023
Department Priority: 34 of 75
Contact Phone Number: (612) 673-5951
Website: TBD

Project Location:

Address: 37th Ave NE
City Sector: East
Affected Neighborhoods: Waite Park
Affected Wards: 1
Central Ave NE to Stinson Blvd

Project Description:

The proposed project will reconstruct approximately 1.0 miles of 37th Avenue Northeast (Municipal State Aid Route 272) between Central Avenue North and Stinson Boulevard. The project will be coordinated with the City of Columbia Heights as the right-of-way in the corridor is shared between Columbia Heights and Minneapolis. The existing corridor currently includes 2 travel lanes, 2 parking lanes, and sidewalk on the Minneapolis side of the street only. There are presently no sidewalks on most of the Columbia Heights side. The proposed project will encompass the entire right-of-way, reconstructing the pavement surface, curb and gutter, with sidewalks, ADA curb ramps, and bicycle facilities.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The existing street was built in 1961 and the large majority of the project extent is currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. Therefore, this street segment has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. Currently the corridor serves a moderate number of pedestrians and bicyclists and approximately 12,000 vehicles per day.

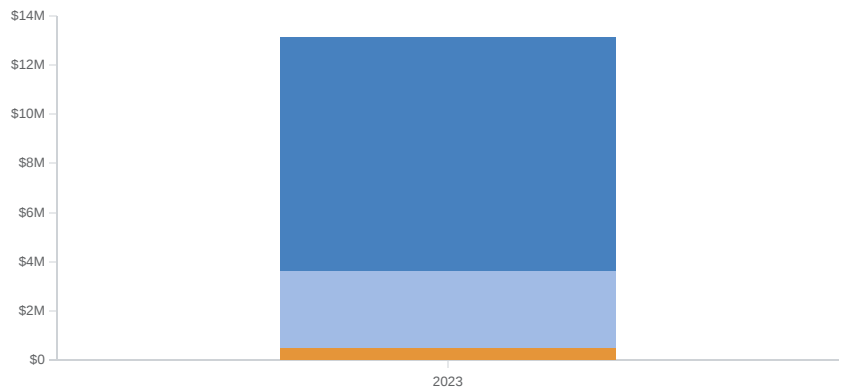
Project Visuals and Map:



Project Cost Breakdown

PV127

Updated 2 weeks ago



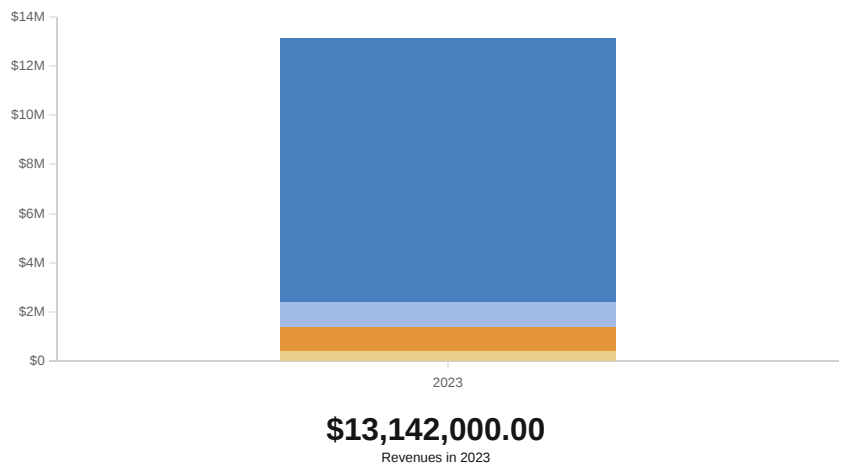
$13,142,000.00

Expenses in 2023

Department Funding Request

PV127

Updated 2 weeks ago



$13,142,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $7,000,000 of federal funding has been awarded to this project for construction in 2023.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
37th Avenue NE is located on the border of Minneapolis (to the south) and Columbia Heights (to the north). The two cities each own half of the right-of-way in this corridor. Both cities will be collaborating on project design and outreach, as well as setting up a cost sharing agreement. Other project stakeholders include, Metro Transit, Hennepin County, Anoka County, Ramsey County, and the City of St. Anthony.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.
Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 26, 2016. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes. MetroTransit bus route 4 runs on 37th Avenue NE east of Johnson Street NE. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Sidewalks do not presently exist along most of the Columbia Heights side of the project. This project will improve sidewalks, crosswalks, and provide ADA compliant curb ramps as well as explore the addition of bicycle facilities to the corridor.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes. The Minneapolis side of the corridor has an existing right-of-way of 40 feet. Multi-modal enhancements will be included in this project.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000 total, half of which, $5,000 would be the City's responsibility.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

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The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV131 Res Neighborhood Reconst Projects

Project Detail:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (23 of 72)
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: Citywide
City Sector: Various
Affected Neighborhoods: Various
Affected Wards: Various
Various locations throughout the City.

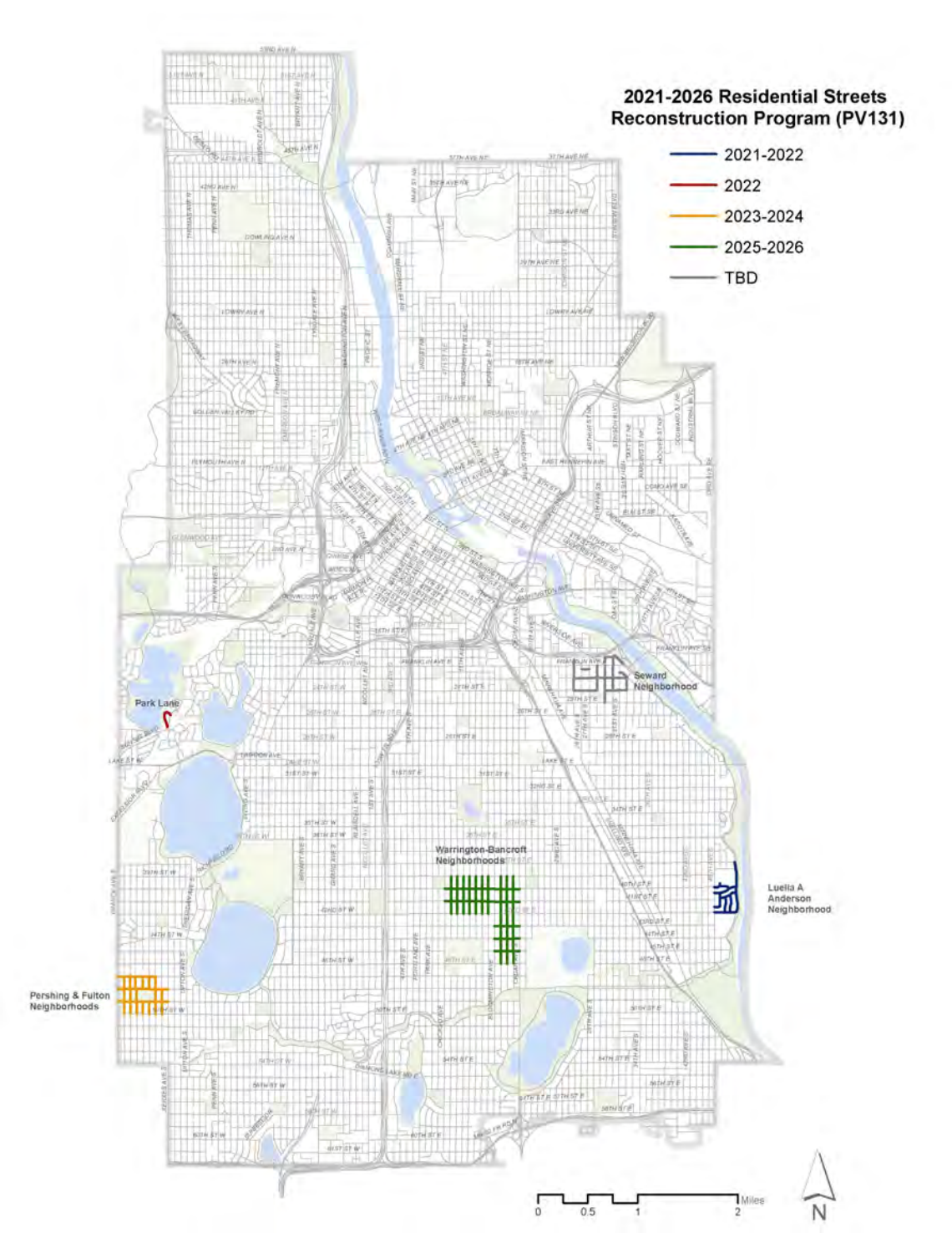
Project Description:

The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings and bicycle facilities as needed.

Purpose and Justification:

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost effective candidates for resurfacing or rehabilitation. The City of Minneapolis has 697 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees.

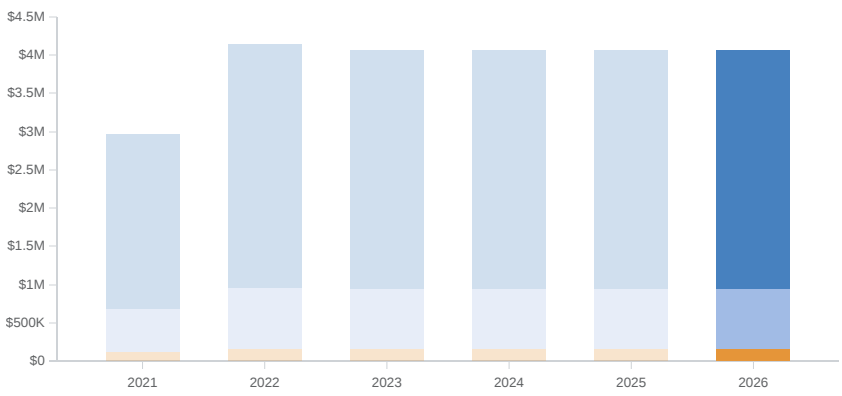
Project Visuals and Map:



Project Cost Breakdown

PV131

Updated 2 weeks ago



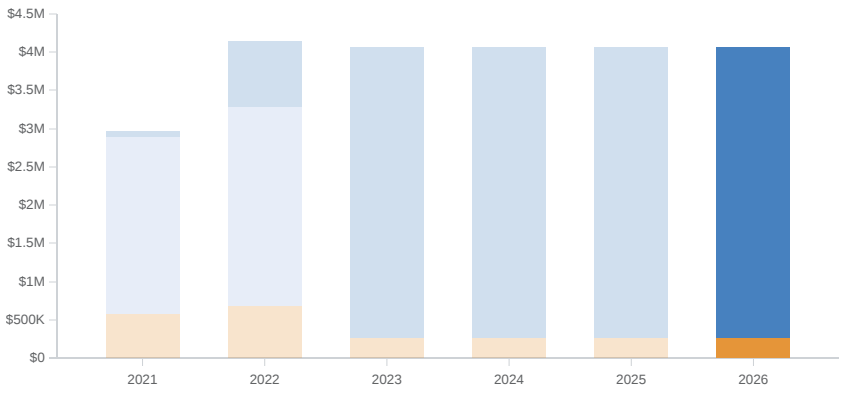
$4,074,000.00

Expenses in 2026

Department Funding Request

PV131

Updated 2 weeks ago



$4,074,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on May 25, 2017. It was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
None of the streets in this program are on transitways, transit routes, or high-volume pedestrian corridors. Because these local streets provide access to transit and pedestrian corridors, enhancing the existing sidewalks and providing ADA compliant curb ramps are an integral part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is generally constrained. Grades and encroachments typically limit use of the entire legal right-of-way. People using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a residential street in poor condition is estimated at $5,000 per mile per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Initial utility work was completed in 2019 in the Hoyer Heights neighborhood. Additional paving work will be completed in early 2020.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This is an ongoing pavement reconstruction program; funding allocations per year can be flexible and could result in more or less miles of pavement reconstruction as a result.

Minneapolis Goals and Strategic Direction

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Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Reconstructing these residential/local streets corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these streets. This program prioritizes streets that are typically the oldest streets that are in the poorest condition, such that they are no longer candidates for resurfacing or rehabilitation.

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CITY OF MINNEAPOLIS

PV132 1st Ave S (Franklin Ave to Lake St)

Project Details:

Project Start Date: 4/15/2023
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2023
Department Priority: 37 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 1st Ave S
City Sector: Southwest
Affected Neighborhoods: Whittier
Affected Wards: 10
Lake St E to Franklin Ave S

Project Description:

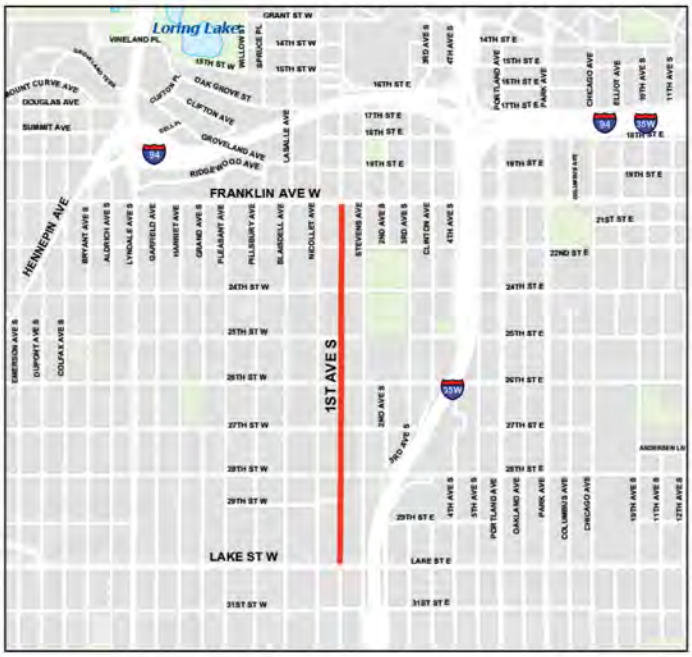
The proposed project will reconstruct approximately 0.98 miles of 1st Ave S between Franklin Ave E and Lake St E. Currently, the corridor includes sidewalk and boulevard on both sides of the street, a northbound bike lane for most of the corridor, two traffic lanes, and one parking lane. The street has two-way traffic operation between Franklin Ave E and 28th St E and operates one-way northbound south of 28th St E. The area along the project corridor is residential and abutting properties are predominantly multi-family residential and some institutional land uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. This project aligns with the proposed reconstruction of the 1st Ave S Bridge over the Midtown Greenway (BR106), which is also scheduled for 2023. The planning, design, and construction of the two projects will be coordinated accordingly.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The segment of 1st Ave S between Franklin Ave and Lake St was constructed in 1969. The pavement condition along the project extent is generally rated in “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017.This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 370 - 580 people walking, 150 to 260 people biking, and 5,200 to 7,200 people driving per day.

Project Visuals and Map:

Project Title: 1st Ave S, Franklin Ave to Lake St

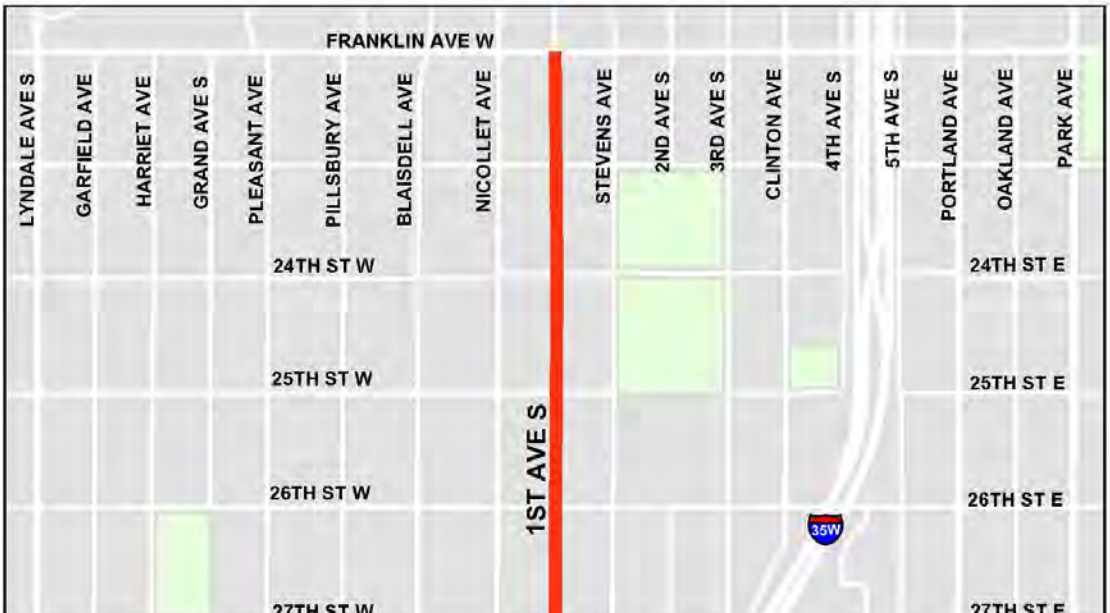


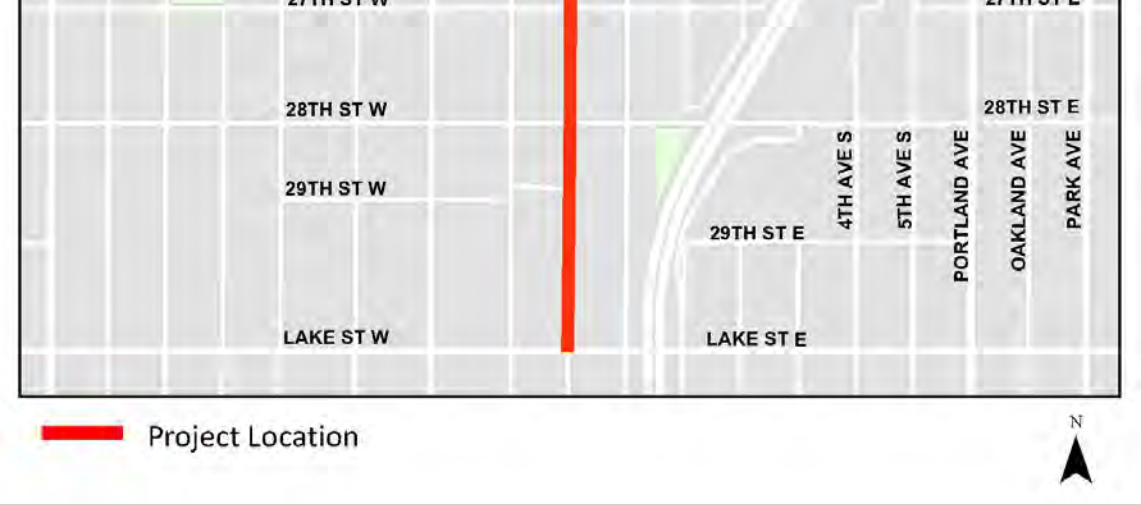
Minneapolis
City of Lakes

PV132 1st Ave S, Franklin Ave to Lake St

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

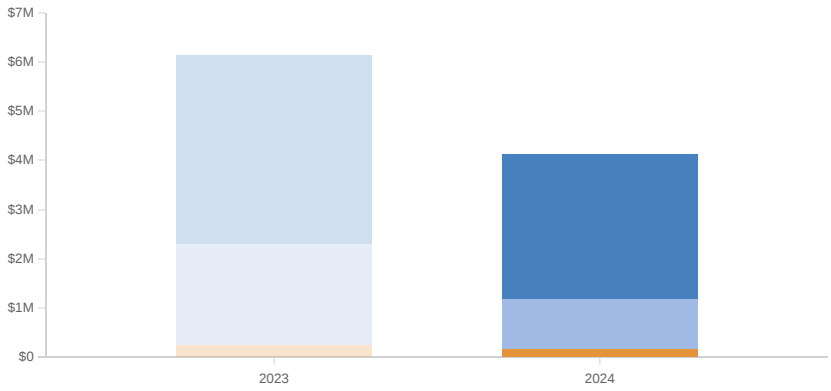




Project Cost Breakdown

PV132

Updated 2 weeks ago



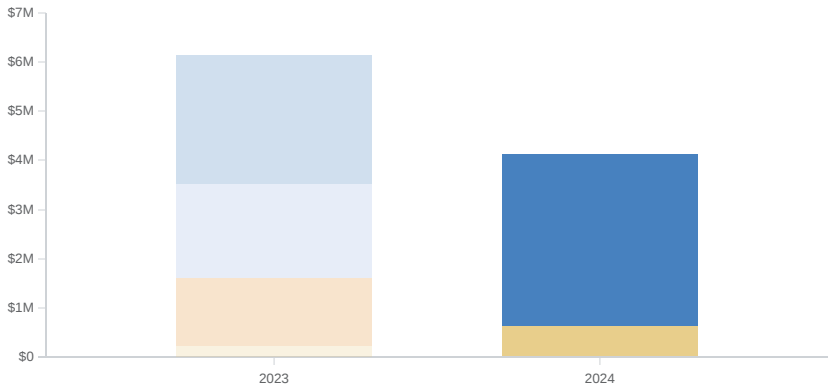
$4,132,000.00

Expenses in 2024

Department Funding Request

PV132

Updated 2 weeks ago



$4,132,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
June 6, 2019

Economic Development

Will the project contribute to growth in the city's tax base?

Supports moderate tax base growth

Describe the economic development impact of the project:

The redevelopment of the Kmart site and reopening of Nicollet Ave, when they occur, will require significant investment in order to achieve envisioned outcomes. Repaving of 1st Ave S will support the success of this future investment through improvement of surrounding conditions.

Does the project support redevelopment opportunity that without the project would be infeasible?

The repaving of 1st Ave S north of Lake Street E will strengthen future redevelopment related to the reopening of Nicollet Ave. An improved streetscape including ADA pedestrian ramps, new signage, and other features will also improve development likelihood along the Midtown Greenway especially in consideration of an existing connection to the trail at Nicollet Ave.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Routes 18 and 135, with intersecting service provided on Franklin Avenue East, and Lake Street East. The 1st Avenue South/Marquette Avenue South corridor between 12th Street South and Franklin Avenue East is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, the actual right-of-way of 1st Avenue South between Franklin Ave and Lake Street East is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. Also, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.98 miles, the estimated annual cost to maintain this roadway is $9,800.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

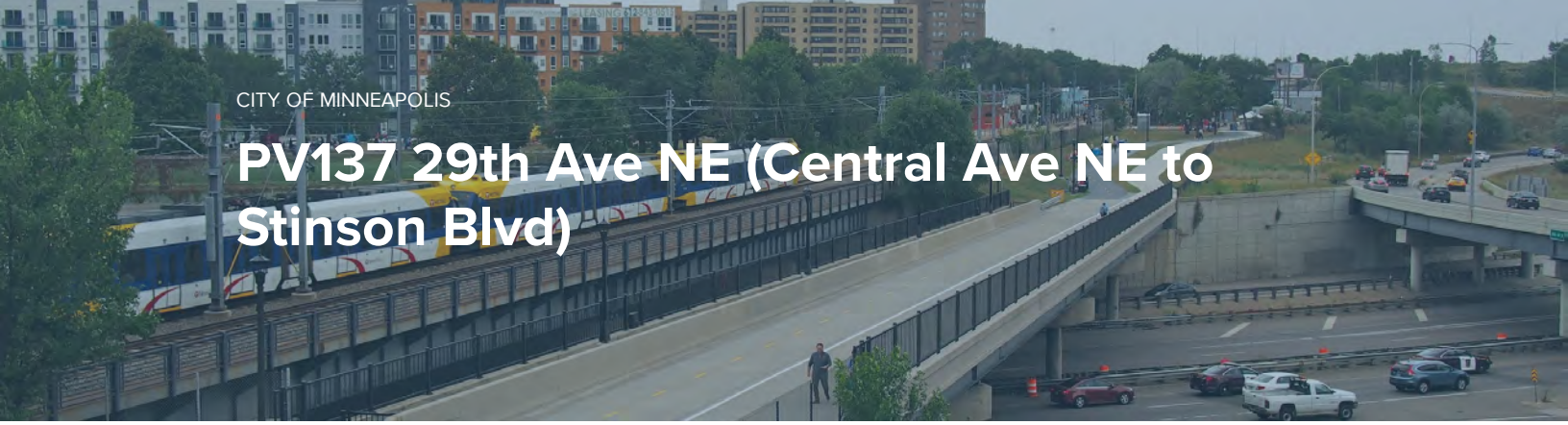
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV137 29th Ave NE (Central Ave NE to Stinson Blvd)

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2024
Department Priority: 40 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 29th Ave NE
City Sector: East
Affected Neighborhoods: Audubon Park and Waite Park
Affected Wards: 1
Central Ave NE to Stinson Blvd

Project Description:

The proposed project will reconstruct approximately 1.0 miles of 29th Avenue Northeast (Municipal State Aid Route 242) between Central Avenue North and Stinson Boulevard. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1958 and is currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 29th Avenue Northeast has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. This corridor serves an estimated 400 people walking, 70 people biking, and between 2,800 and 4,000 people driving per day.

Project Visuals and Map:

Project Title: 29th Avenue Northeast





Project Location

Minneapolis
City of Lakes

PV137 29th Ave NE, Central Ave NE to Stinson Blvd

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

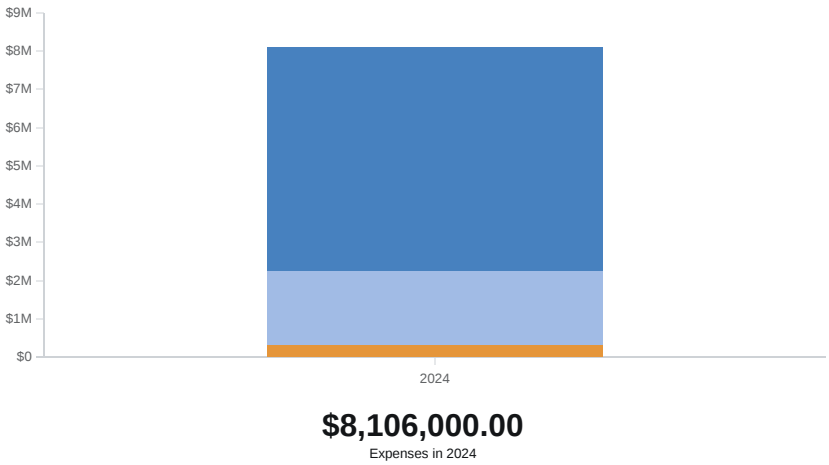




Project Cost Breakdown

PV137

Updated 2 weeks ago



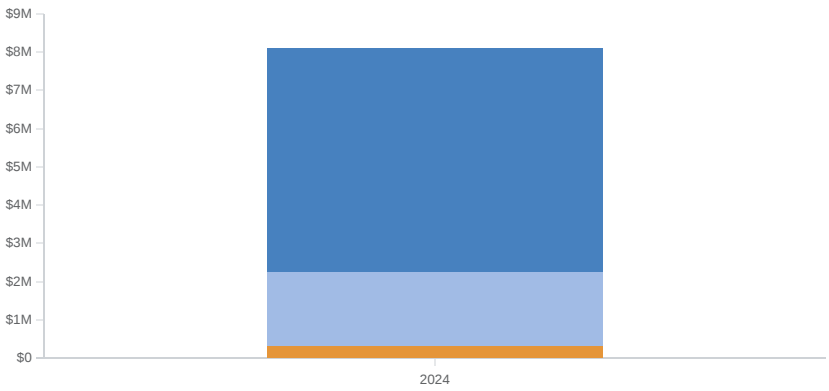
$8,106,000.00

Expenses in 2024

Department Funding Request

PV137

Updated 2 weeks ago



$8,106,000.00

Expenses in 2024

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 12, 2017. The project was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Improvement of conditions on 29th Ave NE will support redevelopment efforts regarding Shoreham Yards.

Does the project support redevelopment opportunity that without the project would be infeasible?
The City supports redevelopment of Shoreham Yards and has identified it as a target area for the City's Brownfields program. 29th Ave NE connects Shoreham Yards to I-35W, and so conditions on 29th Ave NE will be an important factor to the successful redevelopment of this site.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
A portion of this corridor is served by Metro Transit Route 25, with intersecting service provided on Central Avenue and Johnson Street. The 29th Ave NE corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 29th Avenue from Central Avenue to Stinson Boulevard is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with a middle school, a neighborhood park, and a neighborhood commercial node at Johnson Street.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV138 26th St E (29th Ave S to Minnehaha Ave)

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 42 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 26th St E
City Sector: South
Affected Neighborhoods: Seward
Affected Wards: 2
Minnehaha Ave to 29th Ave S

Project Description:

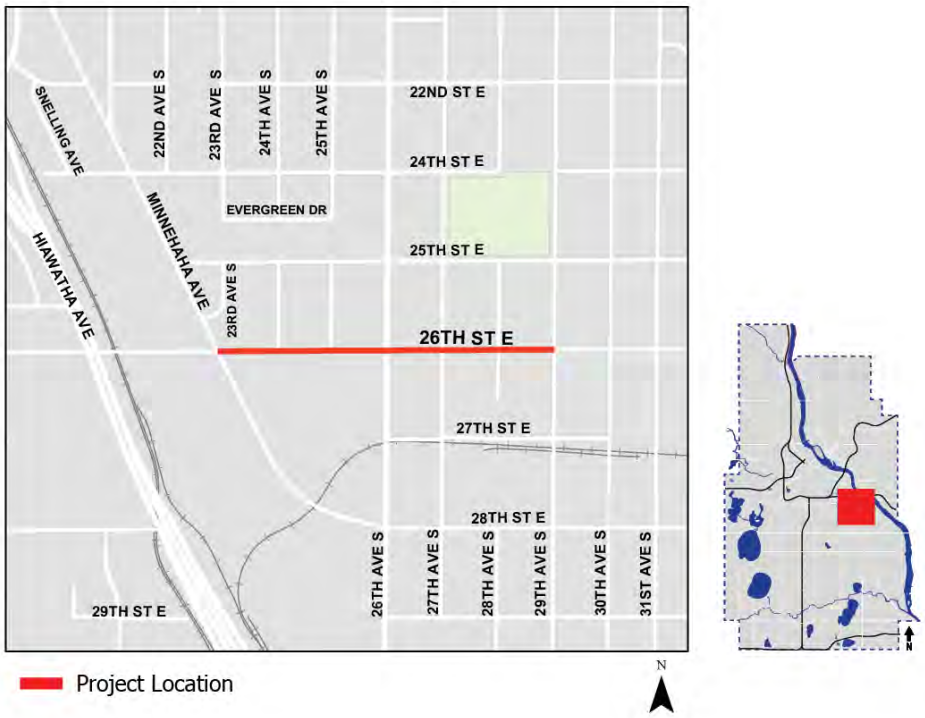
The proposed project will reconstruct approximately 0.5 miles of 26th Street East between Minnehaha Avenue South and 29th Avenue South. Currently, the existing corridor includes sidewalk on the north side of the street only from Minnehaha Avenue South to 26th Avenue South and on both sides of the street from 26th Avenue South to 29th Avenue South. The corridor includes parking on both sides and two traffic lanes. The land uses along the project corridor largely consist of industrial and commercial properties. There are some abutting residential properties on the far east end of the corridor. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1970 and 1981 and is currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 26th Street East has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, and address sidewalk obstructions. This corridor accommodates an estimated 60 bicycles per day, 20 pedestrians per day, and approximately 7,500 people driving per day.

Project Visuals and Map:

Project Title: 26th St E



Minneapolis
City of Lakes

PV138 26th St E, 29th Ave S to Minnehaha Ave

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

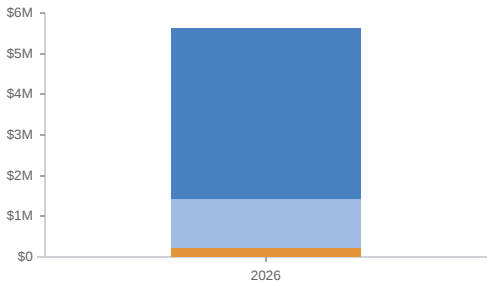




Project Cost Breakdown

PV138

Updated 2 weeks ago



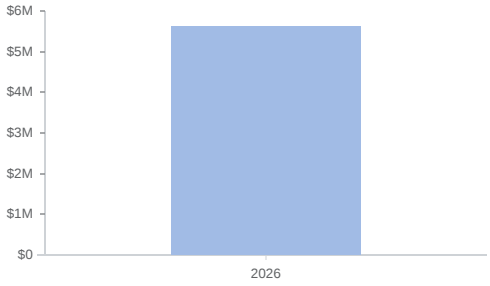
$5,630,000.00

Expenses in 2026

Department Funding Request

PV138

Updated 2 weeks ago



$5,630,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City is collaborating with Hennepin County at all intersections of City and County streets within the project extent. The two agencies are collaboratively addressing signal upgrades and intersection design, which may include cost participation

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
The following Comprehensive Plan goals and policies also pertain to this project:
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 5/25/2017.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
The repaving of this segment of 26th St E will support the significant truck traffic volume within this industrial area as discussed in the Seward Longfellow Greenway Area Plan.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way of 26th Street East from Minnehaha Avenue South to 29th Avenue South is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk west of 27th Avenue South is located either at the back of curb or less than 5 feet from the curb, where sidewalk exists. Sidewalk east of 27th Avenue is typically 9 feet from curb because the corridor narrows to 35 feet of street width. The corridor includes a residential neighborhood on the east end and businesses mixed with places of worship on the west end. Pedestrian modes may be competing with auto and freight modes, and improving pedestrian visibility especially around parked vehicles should be a priority.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimate annual cost to maintain this roadway is $5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV140 13th Ave NE (Sibley St NE to 4th St NE)

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2024
Department Priority: 43 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 13th Ave NE
City Sector: East
Affected Neighborhoods: Sheridan, Logan Park
Affected Wards: 3
Sibley St NE to 4th St NE

Project Description:

The proposed project will reconstruct approximately 0.55 miles of 13th Avenue NE (Municipal State Aid Route 374) between Sibley Street NE and 4th Street NE in the Sheridan and Logan Park neighborhoods. The corridor is lined by commercial uses on the west end of the corridor, and then transitions to mainly single family housing as it moves to the east. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes (one in each direction), and two parking lanes. The proposed project is a full reconstruction involving the entire right-of-way and will include new sidewalks, bicycle facilities, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1965 and 1973 and the project area is currently rated in “poor” to “very poor” condition by the City’s pavement management system with a Pavement Condition Index (PCI), as measured in 2017. Therefore, this segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day.

Project Visuals and Map:

Project Title: 13th Ave NE, Sibley St NE to 4th St NE





Minneapolis
City of Lakes

PV140 13th Ave NE, Sibley St NE to 4th St NE

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

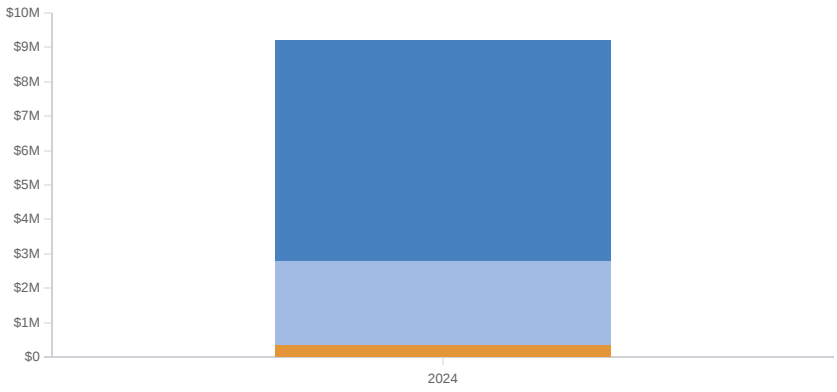




Project Cost Breakdown

PV140

Updated 2 weeks ago



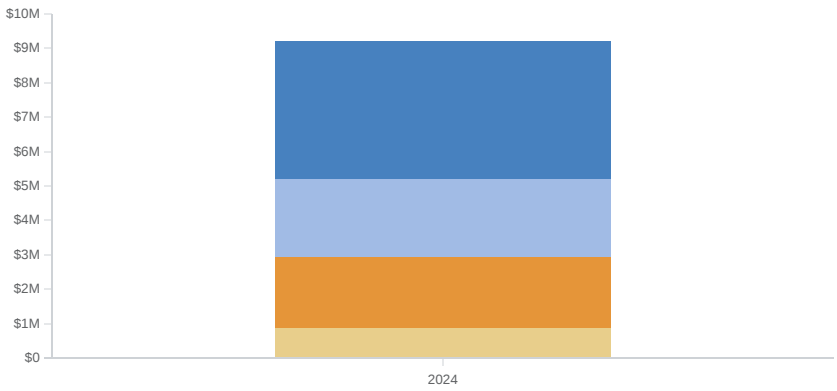
$9,205,000.00

Expenses in 2024

Department Funding Request

PV140

Updated 2 weeks ago



$9,205,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 6/14/2018.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit utilization of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.55 miles, the estimated annual cost to maintain this roadway is $5,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV141 Grand Ave S (Lake St W to 48th St W)

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Forrest Hardy
Level of Need: Significant
Estimated Project Completion Date: 11/15/2022
Department Priority: 35 of 74
Contact Phone Number: (612) 673-5951
Website: TBD

Project Location:

Address: Grand Ave S
City Sector: Southwest
Affected Neighborhoods: Lyndale, Kingfield, Tangletown
Affected Wards: 8, 11
Lake St W to 48th St W

Project Description:

The proposed project will reconstruct approximately 2.24 miles of Grand Ave S between W Lake St and 48th St W. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor includes a range of residential densities (many multi-family properties in the north half and single family properties in the south half) with commercial properties at many intersections, including commercial node at 38th St W and lower density commercial zones at 46th St W , and 48th St W. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built between 1953 and 1958 and is rated “fair” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. These segments of Grand Ave S have a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions. This corridor serves an estimated 330 people walking, 80 people biking, and between 1,100 and 2,100 people driving per day.

Project Visuals and Map:

Project Title: Grand Ave S



Minneapolis
City of Lakes

PV141 Grand Ave S, Lake St W to 48th St W

Contact: Forrest Hardy, 612-673-5951

Project information is subject to change.

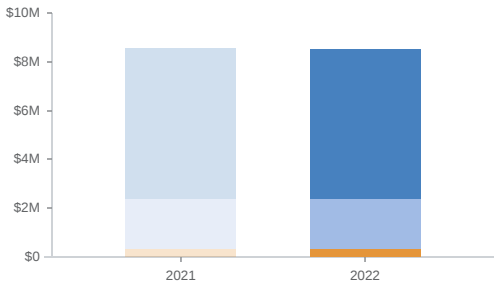




Project Cost Breakdown

PV141

Updated 2 weeks ago



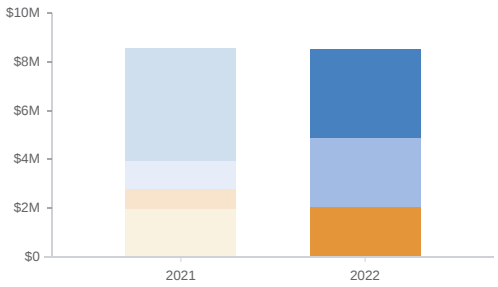
$8,518,000.00

Expenses in 2022

Department Funding Request

PV141

Updated 2 weeks ago



$8,518,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grant or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Hennepin County, Metro Transit and the Minneapolis Park and Recreation Board (MPRB). City staff will coordinate with Metro Transit on any proposed stop or route changes that impact the corridor as well as any future enhancements such as transit shelters, etc. City staff will also work closely with the MPRB to determine if tree removal needs to occur along the corridor, as well as to determine new locations for street trees within the existing/future boulevard areas.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review occurred on 5/25/2017.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the corridor is well-served by transit. Metro Transit routes 18, 113, 115 and 135 run along this corridor, with intersecting service provided on numerous streets including W Lake St, 38th St W, and 46th St W. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the corridor is well-served by transit. Metro Transit routes 18, 113, 115 and 135 run along this corridor, with intersecting service provided on numerous streets including W Lake St, 38th St W, and 46th St W. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 2.24 miles, the estimated annual cost to maintain this roadway is $22,400.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over additional years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Public Safety

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Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

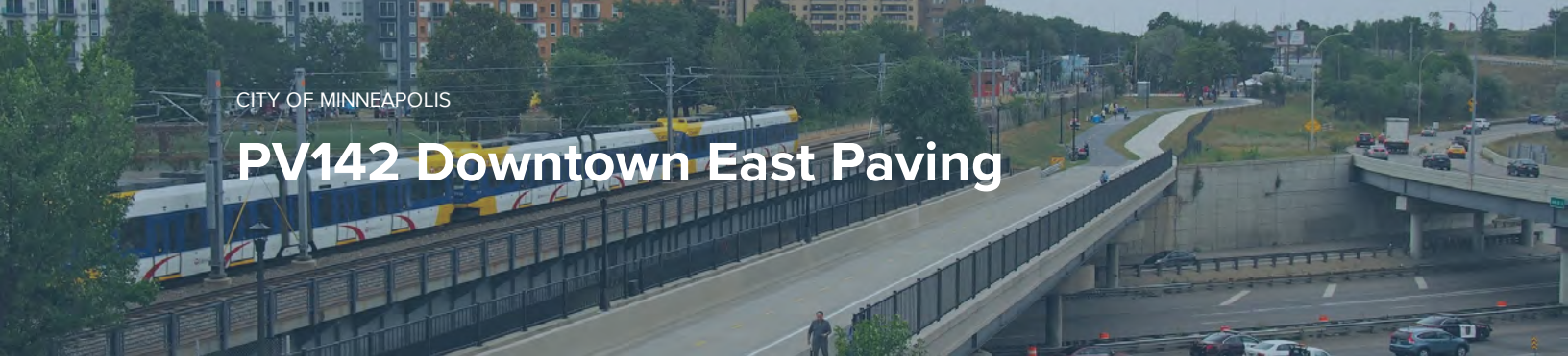
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV142 Downtown East Paving

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Nathan Koster
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 38 of 74
Contact Phone Number: (612) 673-3638
Website: TBD

Project Location:

Address: 3rd St S; 10th Ave S; 12th Ave S
City Sector: Downtown
Affected Neighborhoods: Downtown East
Affected Wards: 3

Project Description:

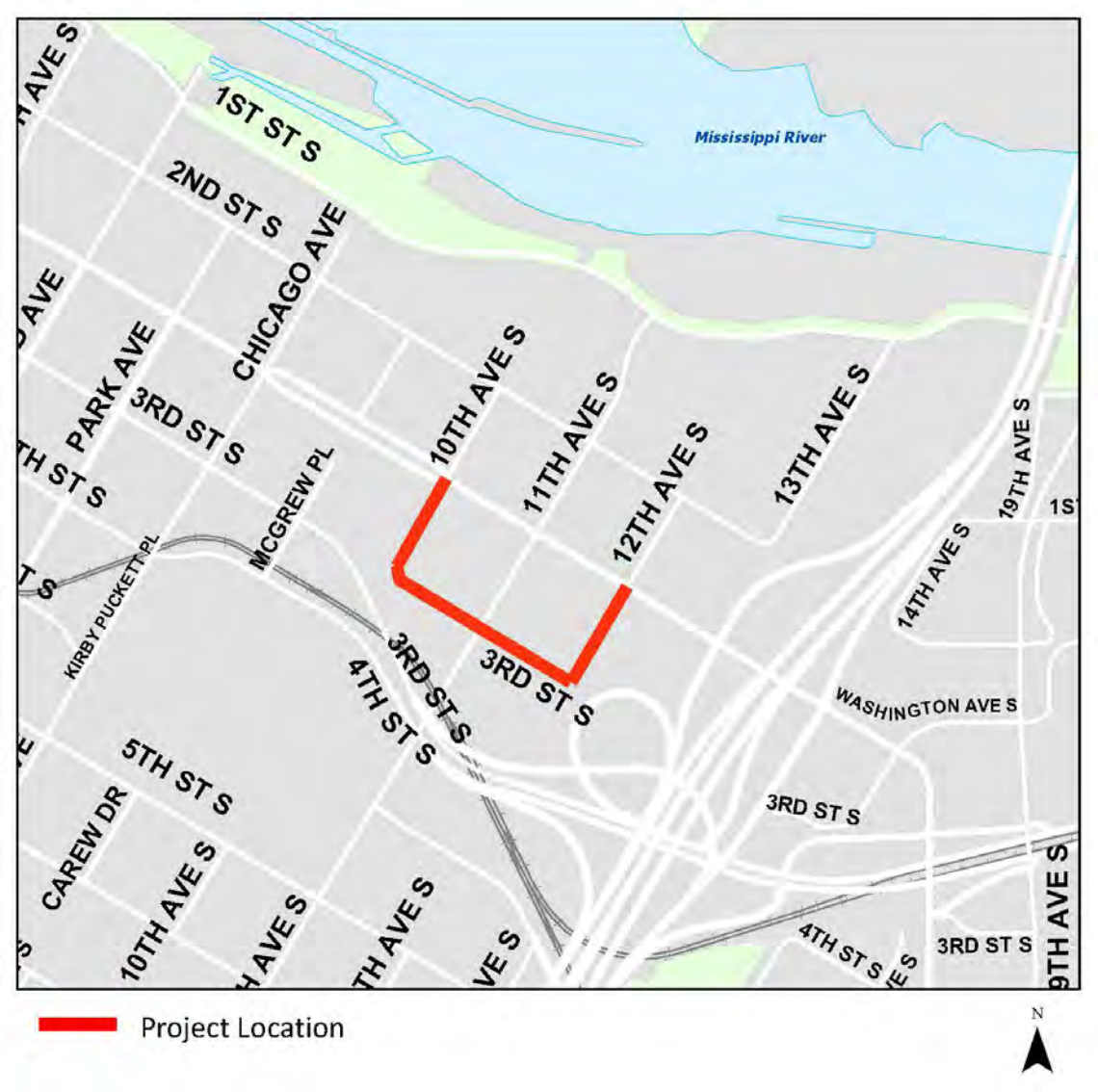
The proposed project consists of reconstructing portions of 10th Avenue S, 3rd Street S, and 12th Avenue S between Washington Avenue S and the Hiawatha LRT Trail in the Downtown East neighborhood. The proposed scope of work along these streets will include full reconstruction due to the deteriorated condition of the asphalt (12th Avenue S and 3rd Street S) and brick paver (10th Avenue S) streets. This includes new ADA-compliant sidewalks with pedestrian curb ramps, curb-extensions, pavement and subbase, new curb and gutter, added boulevard, traffic signal improvements, and utility improvements as needed. The project will also include trees and green infrastructure treatments in the boulevard where feasible (to be further refined in final design). In addition, the project includes a new off-street trail along the west side of 10th Avenue S. This trail will provide a new connection between the existing on-street bike lanes on Washington Avenue S and the Hiawatha LRT Trail. The proposed project is programmed for construction in 2021.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The segment of 3rd St S was built in 1918 and is currently rated “poor” in the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. The segment of 12th Ave S was built in 1950 and is currently rated “poor” in the City’s Pavement Condition Index (PCI) rating, as measured in 2017. The segment of 10th Ave S was originally constructed with brick pavers in the early 1900’s and has been patched throughout the following decades. While the paver sections cannot be rated using the City’s typical Pavement Condition (PCI) rating system, the asphalt patched areas have been rated as “very poor” on the City’s PCI rating scale. Curb and gutter is generally non-existent or in very poor condition on the west side of the street along this stretch of the project. The streets within the project have a pavement surface that is beyond its expected useful life.

This reconstruction project provides an opportunity to incorporate ADA compliant pedestrian ramps, address sidewalk obstructions and sidewalk gaps, and add furnishing zone or boulevard space with street trees. The City has limited data pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed. With ongoing and recently completed redevelopment of nearby lots, the amount of pedestrian and bicycle activity is expected to increase significantly over existing conditions.

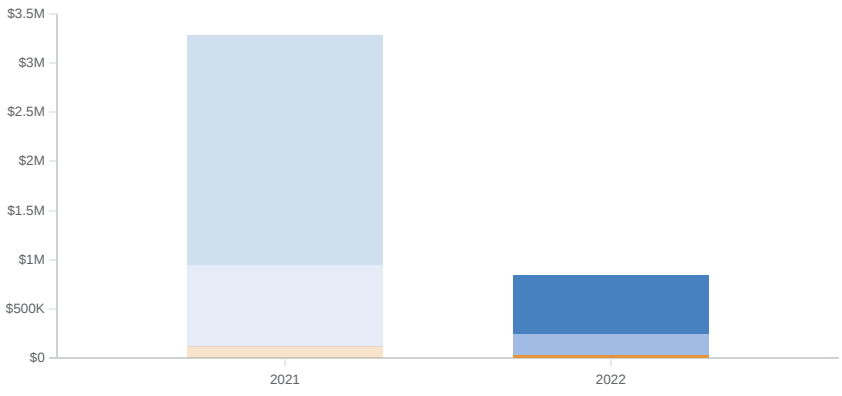
Project Visuals and Map:



Project Cost Breakdown

PV142

Updated 2 weeks ago



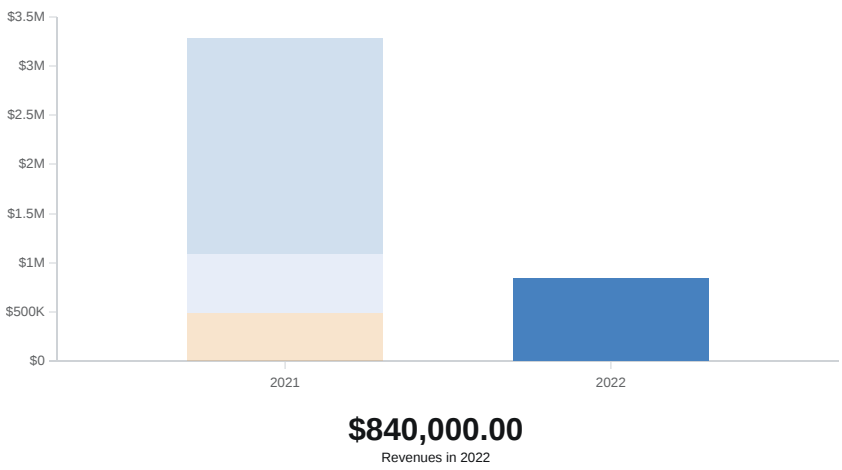
$840,000.00

Expenses in 2022

Department Funding Request

PV142

Updated 2 weeks ago



$840,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 12, 2017.

Economic Development

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:
Improvement of streetscape conditions within this portion of Downtown East will supplement the momentum from a number of recent major development projects to continue transformation of the area.

Does the project support redevelopment opportunity that without the project would be infeasible?
In consideration of its relatively low intensity utilization of land, the right block enclosed by this project in particular will likely be a target for redevelopment in the future. Improvement of pedestrian facilities, specifically the closing of gaps in the sidewalk, will be an important factor for any proposals that may come through in the future.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
There are no existing or planned transitways within the project limits. Washington Ave S is an adjacent corridor that is served by Route 7 and Route 22. Addressing sidewalk obstructions, sidewalk gaps, and providing ADA compliant curb ramps will improve access and connectivity to transit.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing pedestrian accommodations including improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. In addition, the project includes a new protected trail (two-way) along the east side of 10th Avenue behind the curb at the same level as the sidewalk. This trail will provide a new link in the all ages and abilities network, connecting the existing on-street bike lanes on Washington Avenue to the existing Hiawatha LRT regional Trail.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the three streets in the project each have an 80 foot right of way. There are some visible encroachments into the right of way including portions of 10th Ave S that are being utilized for private parking. Also, people using many modes of travel, including pedestrians, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is costlier than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .3 miles, the estimated annual cost to maintain this roadway is $3,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction. Construction is anticipated to begin in 2021 with construction lasting one season.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The restoration of these streets within the Downtown East neighborhood will continue to support the transitioning land uses in the neighborhood that connect to nearby transitways, parks, and popular destinations.

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CITY OF MINNEAPOLIS

PV143 North Industrial

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 41 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: North Industrial
City Sector: North & Downtown
Affected Neighborhoods: Near-North, North Loop & Hawthorne
Affected Wards: 5
Various Location from 10th Ave N to 39th Ave N and I-94 to the Mississippi River (see map)

Project Description:

The proposed project will reconstruct 10 street segments totaling approximately 0.85 miles in the Near-North, North Loop, and Hawthorne neighborhoods. Some of the existing street segments have sidewalk on one or both sides of the street, while other segments have no sidewalk. Each segment has two vehicle lanes, one in each direction, and most segments allow for on-street parking. The project area street segments entirely abut industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having never been formally paved. Most of the segments are in “very poor” or “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed.

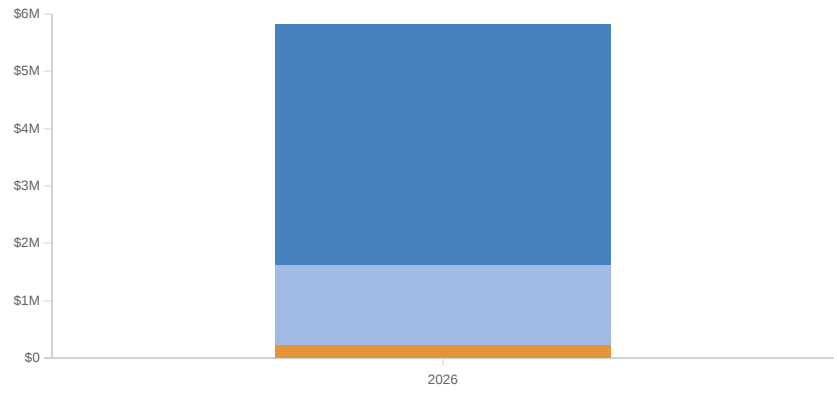
Project Visuals and Map:



Project Cost Breakdown

PV143

Updated 2 weeks ago



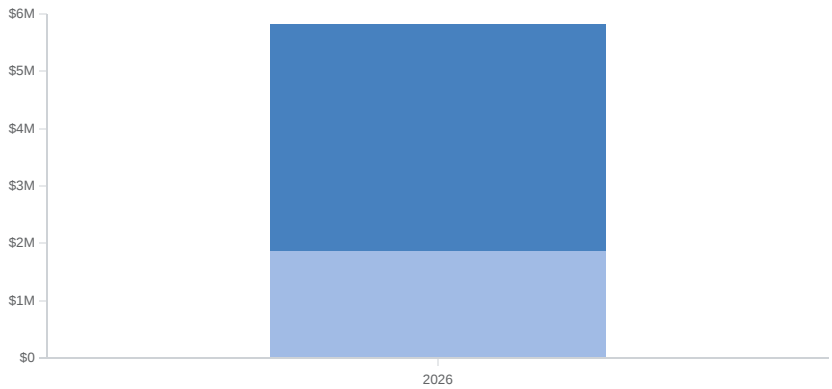
$5,830,000.00

Expenses in 2026

Department Funding Request

PV143

Updated 2 weeks ago



$5,830,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review took place on June 12, 2017

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the typical right-of-way widths for these street segments are 60 to 66 feet wide, with one street segment having only 33 feet of right-of-way. Grades and encroachments typically limit use of the entire legal right-of-way. Where sidewalks exist, they either abut the curb or are less than 5 feet from the curb. Because the project area is an industrial area, pedestrian modes may be competing with auto and freight modes. Accommodating space for pedestrians and freight should be a priority.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimate annual cost to maintain this roadway is $8,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
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Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one enhance the character of the area which helps preserve property values and the city's tax base. Currently these streets are in very poor condition and the recommended improvements will improve access and mobility for all modes of travel, particularly workers trying to reach their places of employment and residents walking to or through the area.

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CITY OF MINNEAPOLIS

PV146 9th St SE (6th Ave SE to 9th Ave SE)

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 49 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 9th St SE
City Sector: East
Affected Neighborhoods: Marcy-Holmes
Affected Wards: 3
6th Ave SE to 9th Ave SE

Project Description:

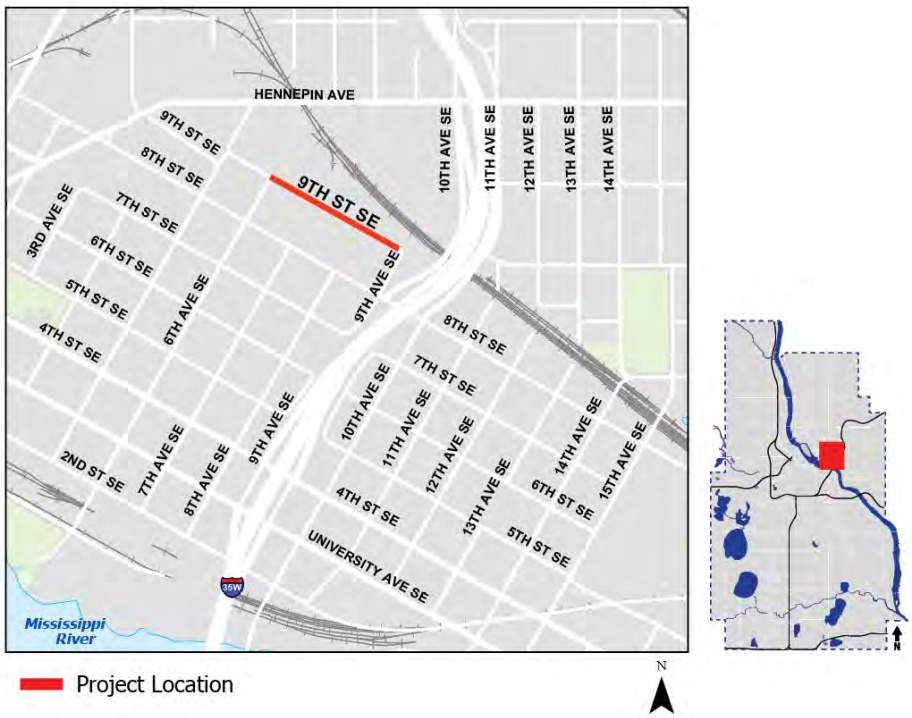
The proposed project will reconstruct approximately 0.25 miles of 9th St SE between 6th Ave SE and 9th Ave SE. Currently the corridor includes two traffic lanes and two parking lanes. There are sidewalks directly behind the curb on both sides of the street on the western segment of this corridor. There are no sidewalks on the eastern section of this corridor, nor are there are boulevards along the entire corridor. The area along the project corridor is a mixture of commercial and industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, and possibly boulevards with trees. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1959 and is currently rated in “poor” condition according to the City’s Pavement Condition Index (PCI), as measured in 2017. 9th St SE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed.

Project Visuals and Map:

Project Title: 9th Street Southeast



Minneapolis
City of Lakes

PV146 9th St SE, 6th St Ave SE to 9th Ave SE

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

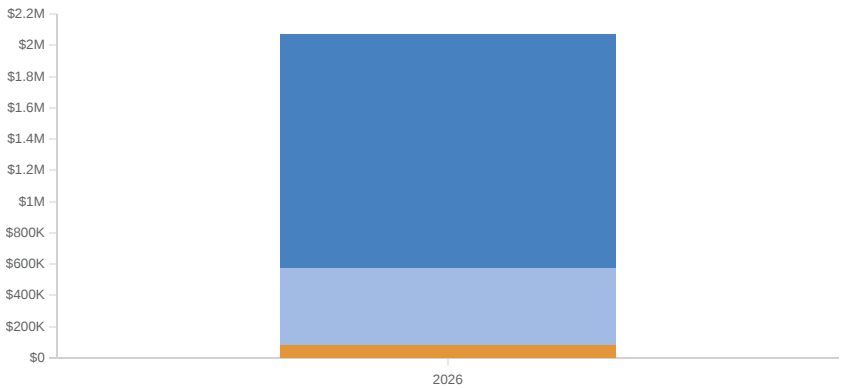




Project Cost Breakdown

PV146

Updated 2 weeks ago



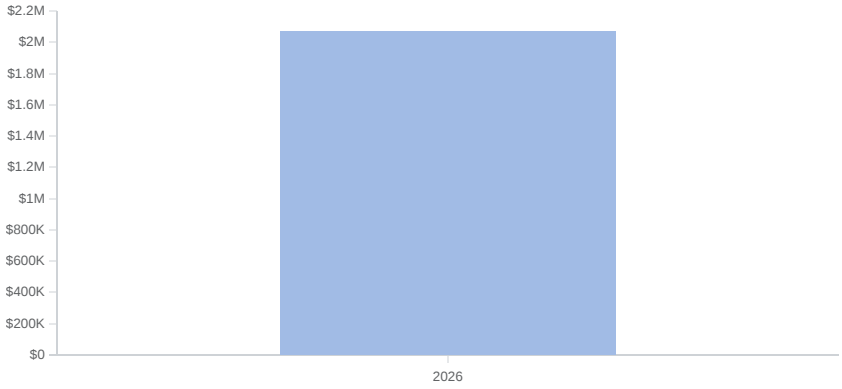
$2,070,000.00

Expenses in 2026

Department Funding Request

PV146

Updated 2 weeks ago



$2,070,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review took place on 5/25/2017.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Without the support of improvements to the streetscape it is possible that continued reuse & redevelopment of the 9th St SE Industrial character area could stagnate or slow. The area has some uses that might invite pedestrian activity from new residential development and the surrounding neighborhood, but a more approachable pedestrian environment would better guarantee continued activity to support further growth.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, sidewalks will be improved and new sidewalks added where there are gaps along the corridor as well as ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The right-of-way is somewhat constrained. 9th St SE has a right-of-way of that is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no boulevards along the corridor with the sidewalks directly behind the curb, although there is likely space to add these. The area along the project corridor is a mixture of commercial and industrial uses.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .25 miles, the estimated annual cost to maintain this roadway is $2,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The restoration of these streets within the Marcy-Holmes neighborhood will continue to support the transitioning land uses in the neighborhood that connect to nearby destinations, such as the commercial and retail district along E Hennepin Ave and the University of Minnesota.

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CITY OF MINNEAPOLIS

PV150 1st Ave N (8th St N to 12th St N)

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Liz Heyman
Level of Need: Important
Estimated Project Completion Date: 11/15/2024
Department Priority: 51 to 72
Contact Phone Number: (612) 673-2460
Website: TBD

Project Location:

Address: 1st Ave N
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
8th St to 12th St

Project Description:

The proposed project will renovate approximately 0.3 miles of 1st Avenue N and Hawthorne Avenue between 8th Street N and 12th Street N in downtown Minneapolis by widening sidewalks where practical, improving the pedestrian realm, and rehabilitating pavement. The existing corridor includes four travel lanes, bicycle lanes, and sidewalks on both sides of the street. The adjacent land use varies, with some areas containing businesses, restaurants, and entertainment venues, while other areas contain vacant land and surface parking lots. The proposed project involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, curb and gutter, and utility improvements as needed. Sanitary pipes in this section are approximately 135 years old and will be replaced in coordination with this project. The project will also include signal improvements, new signage, and new pavement markings as needed.

Purpose and Justification:

This project is intended to widen sidewalks and improve the right-of-way for pedestrians. An improved pedestrian realm will support the large number of downtown attractions along 1st Avenue N and the upgraded bicycle facilities along Hennepin Avenue. The pavement condition along the project extent is generally rated “fair” or better according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. Currently the corridor serves approximately 3,000 pedestrians, 400 bicyclists, and 13,000 vehicles per day. Sanitary pipes in this section are approximately 135 years old and must be replaced. These pipes cannot be repaired or renovated with new liner, therefor the paving project limits have been adjusted from previous submissions to align with the corresponding utility needs.

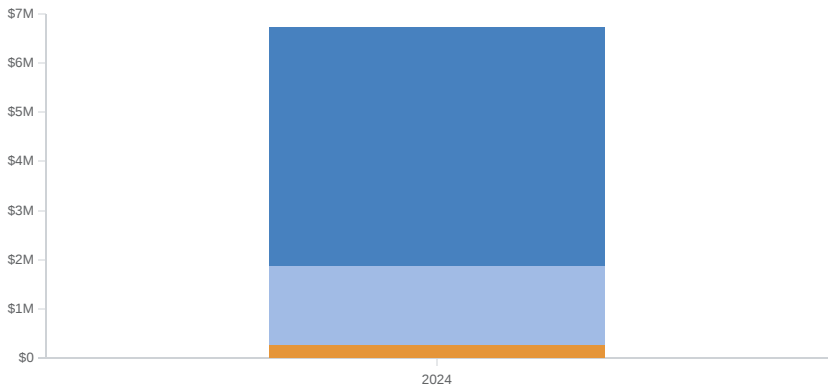
Project Visuals and Map:



Project Cost Breakdown

PV150

Updated 2 weeks ago



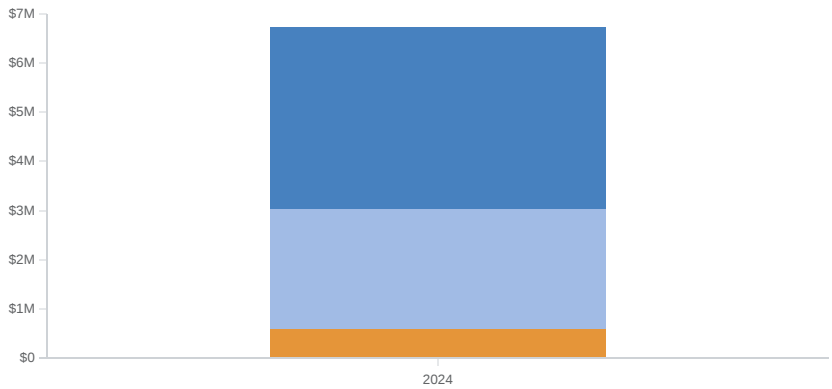
$6,741,000.00

Expenses in 2024

Department Funding Request

PV150

Updated 2 weeks ago



$6,741,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 5/25/2017.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports substantial tax base growth

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the project area is a high-volume pedestrian corridor. The corridor is a designated pedestrian street lighting corridor and serves over 3,000 pedestrians an average weekday, with many more thousands on days with events. The project will provide a wider pedestrian space to support walking and enhance the streetscape in the corridor.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained. The right-of-way is generally 80 feet wide, although grades and encroachments limit use of the entire legal right-of-way in some areas. There are high volumes of people using all modes of travel in this corridor, which means there will be competition for space within the project area. There will be opportunities to use innovative design in this corridor to support walking and improve the streetscape.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc.
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.3 miles, the estimated annual cost to maintain this roadway is $3,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

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Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

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Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. Sanitary pipes in this section are approximately 135 years old and must be replaced. These pipes cannot be repaired or renovated with new liner, therefor the paving project limits have been adjusted from previous submissions to align with the corresponding utility needs. Public Works has determined the sanitary upgrades need to start by 2024.

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CITY OF MINNEAPOLIS

PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Nathan Koster
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 50 of 74
Contact Phone Number: (612) 673-3638
Website: TBD

Project Location:

Address: Plymouth Ave N
City Sector: North
Affected Neighborhoods: Willard-Hay
Affected Wards: 5
Washburn Ave N to Penn Ave N

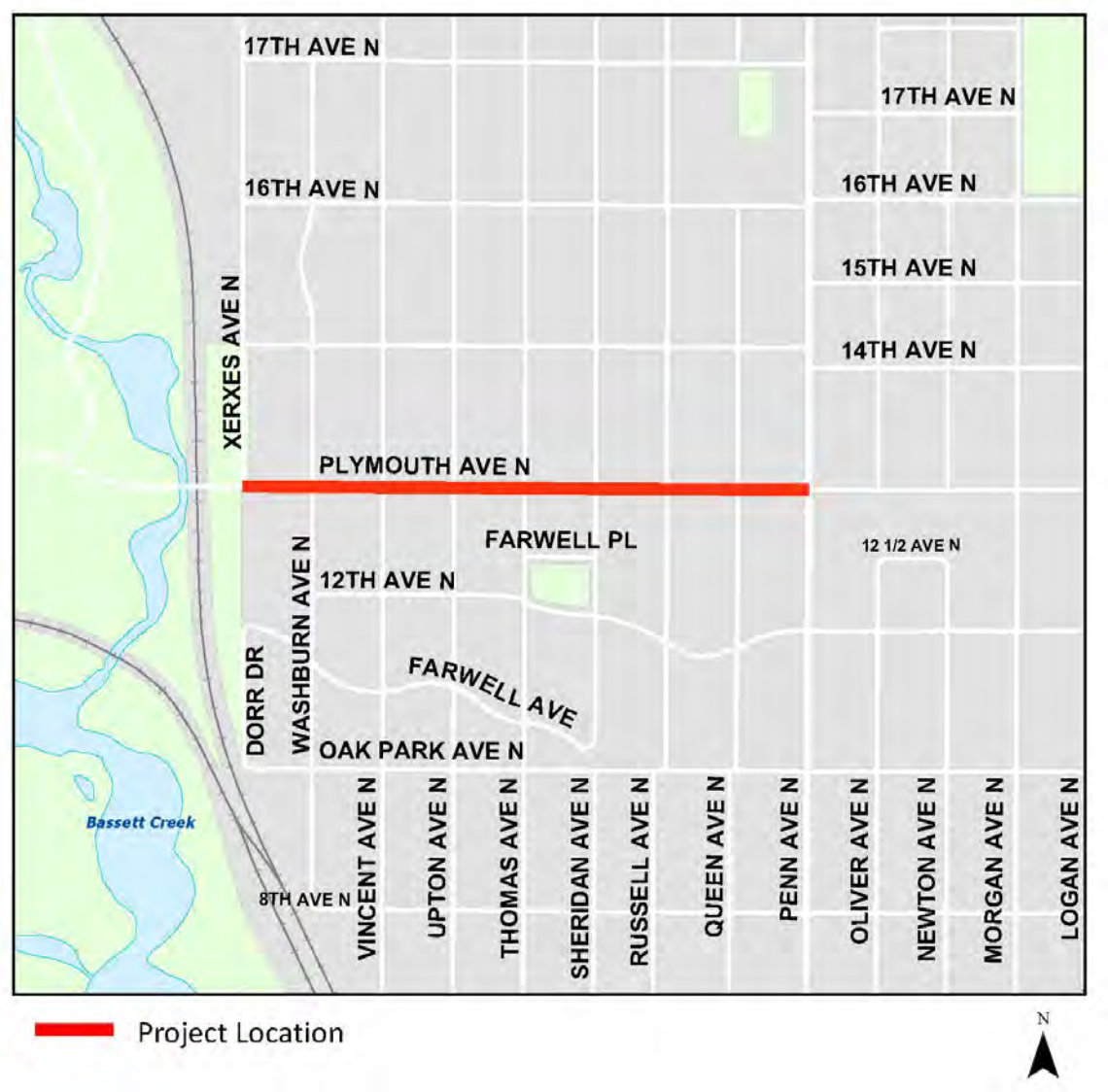
Project Description:

The proposed project will reconstruct approximately 0.5 miles of Plymouth Avenue North between Xerxes Avenue North and Penn Avenue North. Currently, the corridor includes sidewalks on both sides of the street, boulevards, two parking lanes, on-street bicycle lanes, and two traffic lanes. The area along the project corridor is residential and abutting properties are predominantly single-family homes, although there are some multifamily and commercial uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks in some areas, ADA pedestrian ramps, pedestrian refuge medians, protected bikeways, boulevards, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The large majority of the street segments are currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Plymouth Avenue North has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the existing bicycle facility. The project will connect to Metro Transit C-Line Bus Rapid Transit station at Penn Avenue North and a planned Blue Line LRT station near Xerxes Avenue North, while a new bicycle boulevard will cross the corridor in the proximity of Queen Avenue North in 2021. This corridor serves an estimated 220 people walking, 140 people biking, and 5,300 people driving per day.

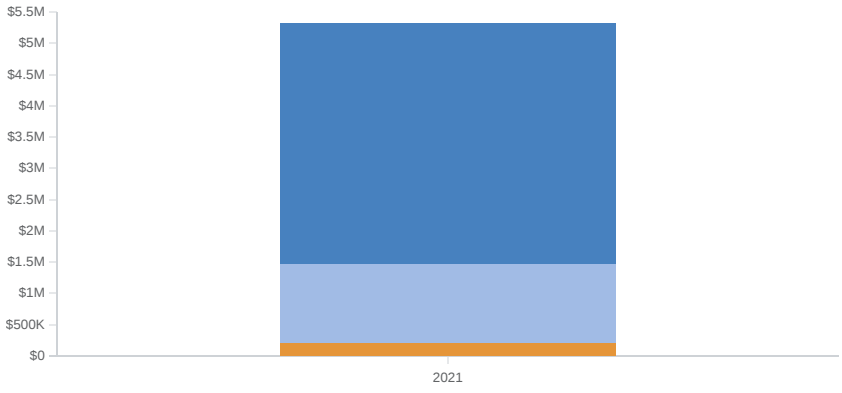
Project Visuals and Map:



Project Cost Breakdown

PV152

Updated 2 weeks ago



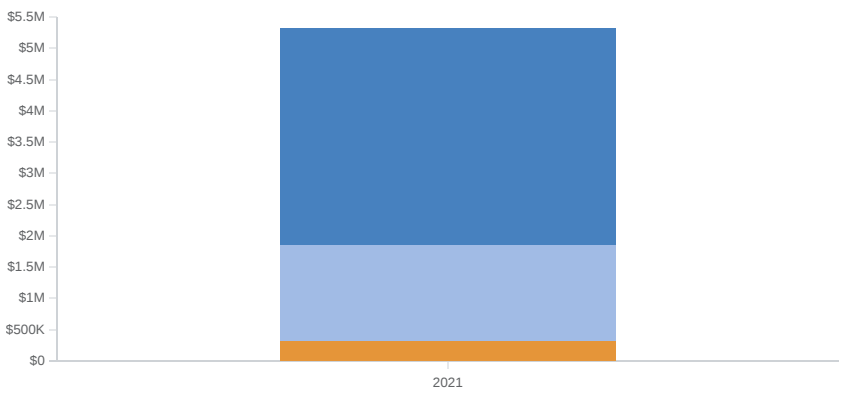
$5,332,000.00

Expenses in 2021

Department Funding Request

PV152

Updated 2 weeks ago



$5,332,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on May 25, 2017. The project was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, this corridor is served by Metro Transit Routes 7 and 32, with intersecting service provided on Penn Avenue North. Metro Transit's future Bus Rapid Transit (BRT) C Line was constructed in 2018 and will run along Penn Avenue North, with passenger service beginning in 2019. In addition, the Plymouth Avenue/ Wirth Park Station along the Blue Line Extension Light Rail Transit (LRT) Line is anticipated to be constructed near the corridor. This station is located just west of the intersection of Plymouth Avenue North and Xerxes Ave North in Golden Valley. The Plymouth Avenue North corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing protected bicycle facilities, raised sidewalk and bikeway crossings on side street crossings, raised center medians at four intersections, crosswalks, sidewalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way of Plymouth Avenue North between Xerxes Avenue North and Penn Avenue North is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly residential, with a neighborhood park, and a neighborhood commercial node at Penn Avenue North. People using many modes of travel, including pedestrians, drivers, bikers, bus riders, and people trying to park will all be competing for space within the project area. There is currently on-street parking on both sides of the street and the project is proposing to limit parking to one side of the street in some areas to provide a safer and more comfortable pedestrian and bicycle experience, and to provide opportunities for green infrastructure.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicale

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is $5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV153 60th St W (Xerxes Ave S to Knox Ave S)

Project Detail:

Project Start Date: 4/15/2025
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2025
Department Priority: 52 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 60th St W
City Sector: Southwest
Affected Neighborhoods: Armatage, Kenny
Affected Wards: 13
Xerxes Ave S to Knox Ave S

Project Description:

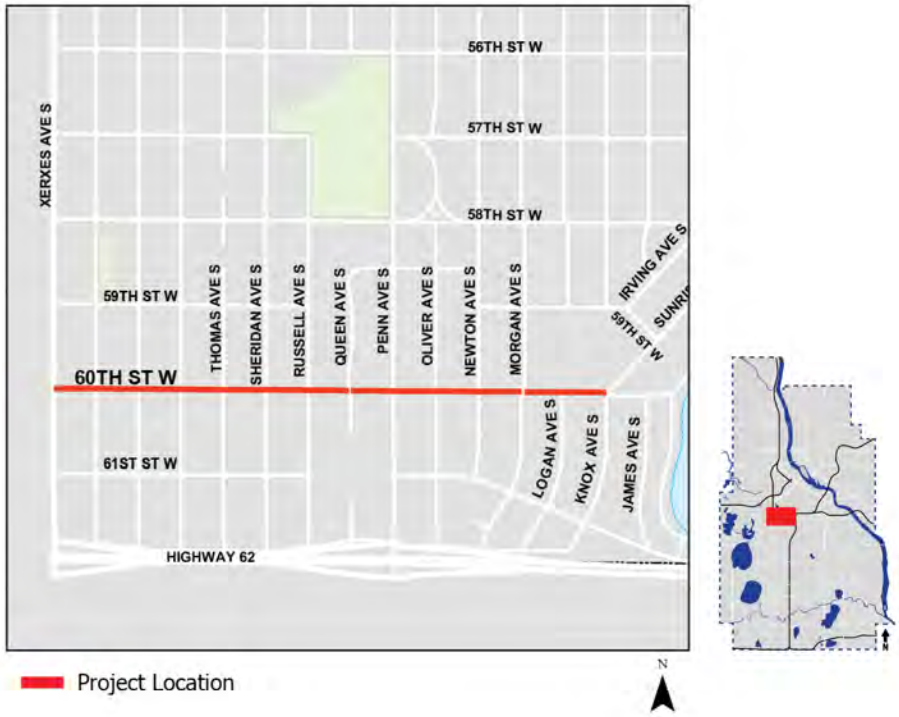
The proposed project will reconstruct approximately 0.8 miles of 60th St W Xerxes Avenue South and Knox Avenue South in the Kenny and Armatage neighborhoods. The existing corridor includes two travel lanes (one in each direction), two parking lanes, and sidewalks on both sides of the street. The land uses adjacent to the corridor are predominately single family residential, with a small commercial node at Penn Avenue S and W 60th St. The proposed project is a full reconstruction involving the entire right-of-way and will include new sidewalks, potential bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The existing street was built in 1985 and the pavement condition along the project extent is generally rated in “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. The pavement surface is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and considerations to implement a bicycle facility. Currently the corridor serves 2,200 – 3,000 vehicles per day. There are no bicycle or pedestrian counts within project limits.

Project Visuals and Map:

Project Title: 60th St W



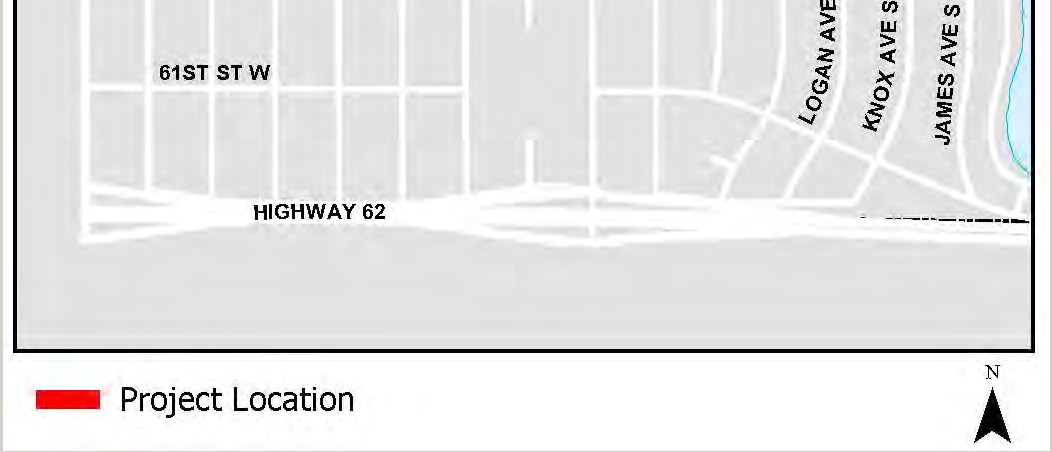
Minneapolis
City of Lakes

PV153 60th St W, Xerxes Ave to Knox Ave S

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

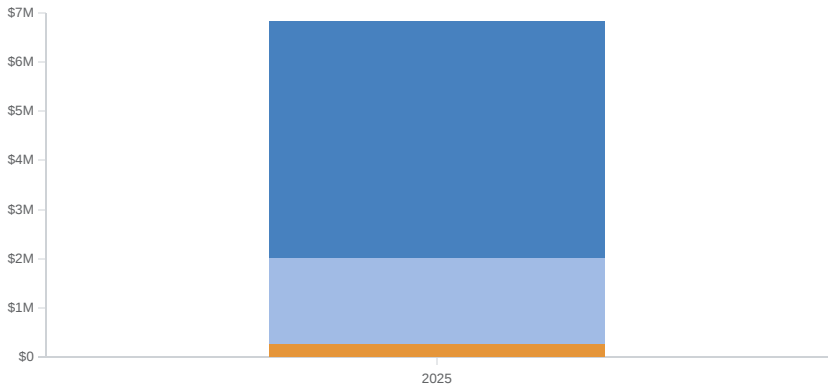




Project Cost Breakdown

PV153

Updated 2 weeks ago



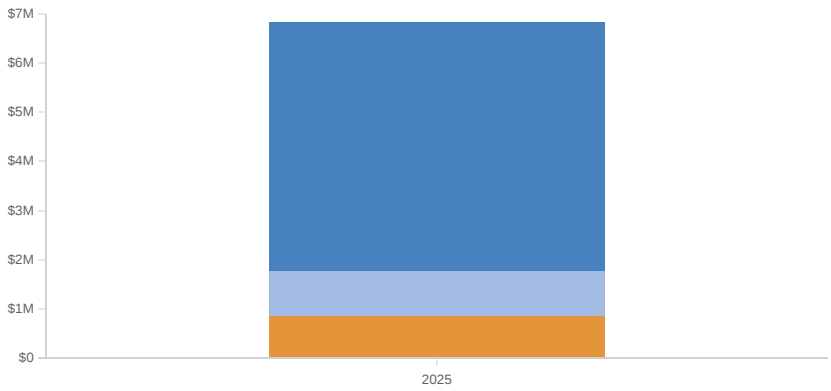
$6,842,000.00

Expenses in 2025

Department Funding Request

PV153

Updated 2 weeks ago



$6,842,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 6, 2019.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Metro Transit Route 156 is a weekday express route to downtown that runs along this corridor. There is also intersecting transit service on Xerxes and Penn Avenues. Pedestrian amenities, such as new sidewalks and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access Route 156.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 60th St W is 66 feet between Xerxes and Penn Avenues, and 80 feet between Penn and Knox Avenues. varies from 66 feet to 80 feet., Grades and encroachments typically limit use of the entire legal right-of-way, and pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area. Adjacent land-use is primarily residential with single family homes except for a small commercial node at Penn Avenue.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimated annual cost to maintain this roadway is $8,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

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Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

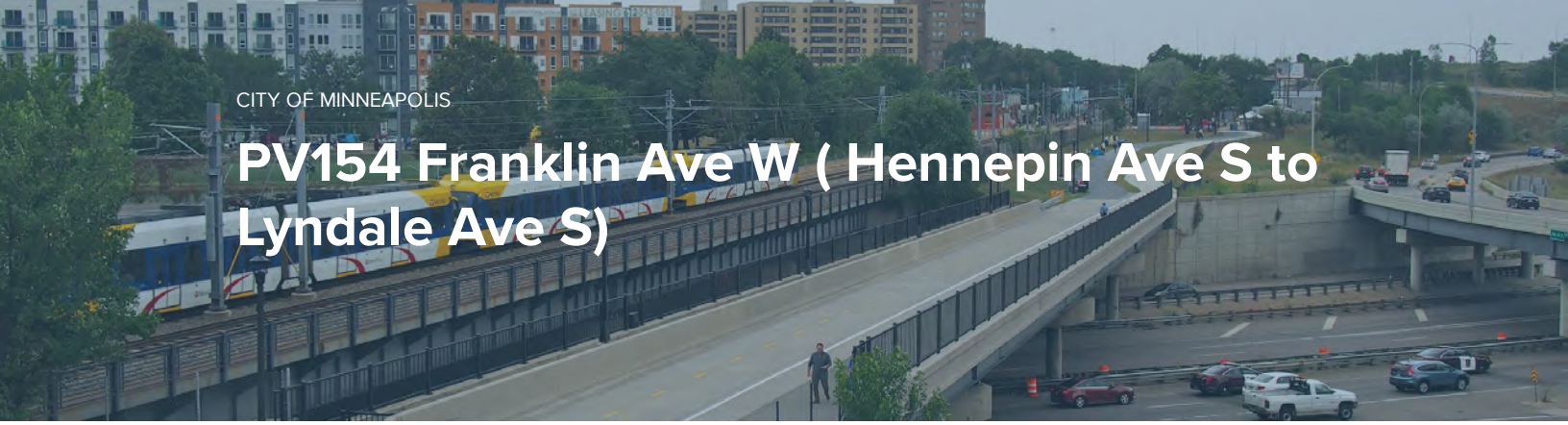
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV154 Franklin Ave W (Hennepin Ave S to Lyndale Ave S)

Project Details:

Project Start Date: 4/15/2022
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Katie White
Level of Need: Significant
Estimated Project Completion Date: 11/15/2022
Department Priority: 44 of 57
Contact Phone Number: (612) 673-3746
Website: TBD

Project Location:

Address: Franklin Ave
City Sector: Southwest
Affected Neighborhoods: Lowry Hill East
Affected Wards: 10
Hennepin Ave S to Lyndale Ave S

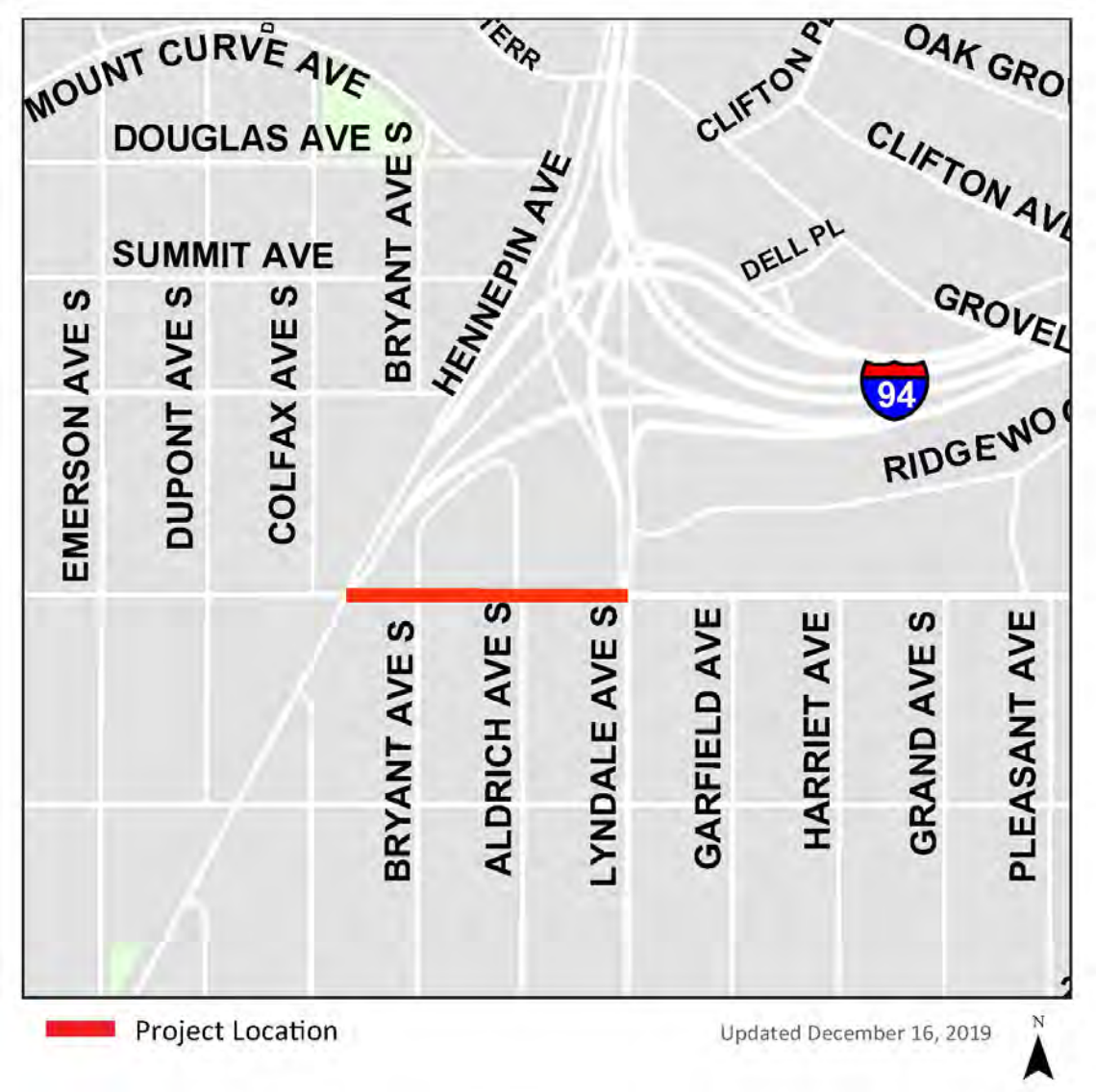
Project Description:

The proposed project will reconstruct approximately 0.16 miles of Franklin Ave W between Hennepin Ave S and Lyndale Ave S. This stretch of Franklin Ave W is under city jurisdiction, whereas it is under County jurisdiction between Lyndale Ave S and East River Parkway. The existing corridor includes a sidewalk at the back of curb on both sides of the street, two travel lanes, and two rush hour restricted parking lanes. The land use along the project corridor is mostly multi-family residential with some commercial parcels at the eastern extent. The land use within the broader area is a mixture of multi-family and single-family residential with commercial corridors that frame the project limits along Hennepin Ave S and Lyndale Ave S. Typical reconstruction projects include a new pedestrian realm, with boulevard or furnishing zone amenities, ADA pedestrian ramps, curb and gutter, pavement and sub-base, and utility improvements. The segment is also included on the bicycle master plan which indicates that bicycle accommodations could be implemented. The project will also include signal improvements, pedestrian lighting, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1962 and is currently rated in “poor” condition according to the City’s Pavement Condition Index (PCI), as measured in 2017. This segment of Franklin Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. This corridor serves an estimated 950 pedestrians, 250 bicyclists, and 6,800 vehicles per day.

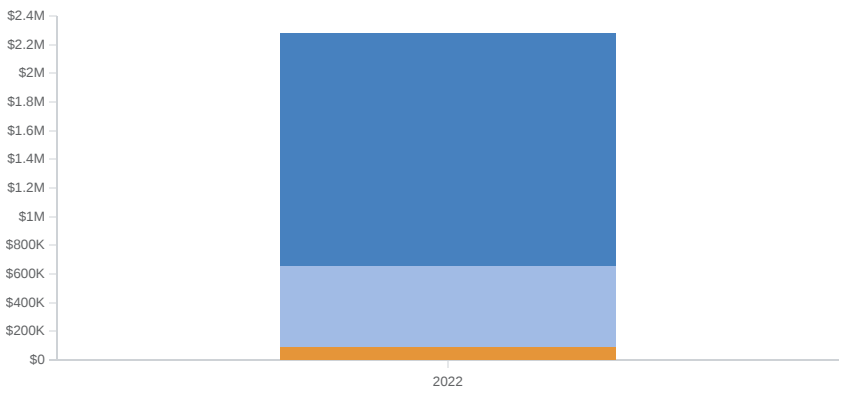
Project Visuals and Map:



Project Cost Breakdown

PV154

Updated 2 weeks ago



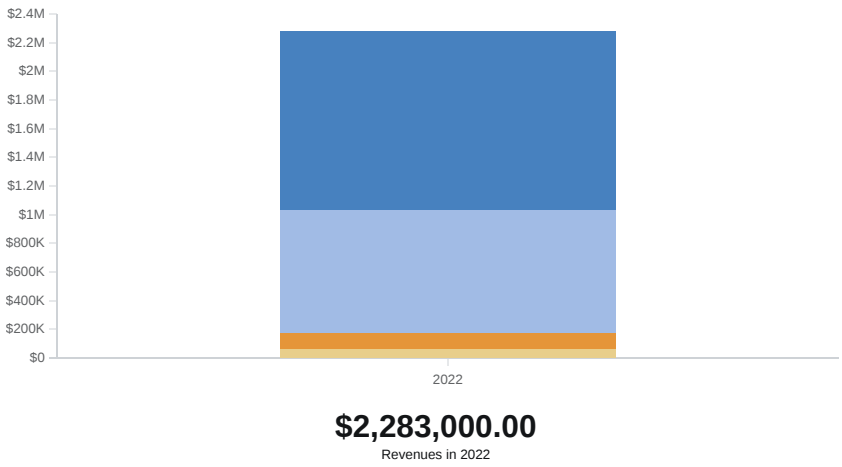
$2,283,000.00

Expenses in 2022

Department Funding Request

PV154

Updated 2 weeks ago



$2,283,000.00

Revenues in 2022

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review was completed on 5/25/2017.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth.

Describe the economic development impact of the project:
Street repaving along West Franklin will support a burgeoning community corridor that features high frequency transit, new residential development, and other important activity.

Does the project support redevelopment opportunity that without the project would be infeasible?
Two major redevelopment projects are currently slated for the southwest and southeast corners of the intersection of Franklin Ave W and Lyndale Ave. Improvements to the streetscape on Franklin Ave W will support the accompanying increased pedestrian and transit activity at the intersection and increasing the likelihood of further redevelopment.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, this corridor is served by Metro Transit Route 2 with intersecting service on Routes 4 and 6 at Lyndale Ave S and Hennepin Ave S respectively. This segment of Franklin Ave is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, ADA compliant curb ramps and bicycle accommodations are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Franklin Ave W from Hennepin Ave S to Lyndale Ave S is 80 feet wide. The right of way includes many encroachments, including stair access to several apartment buildings which might limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard in the project segment.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore, reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .16 miles, the estimated annual cost to maintain this roadway is $1,600.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

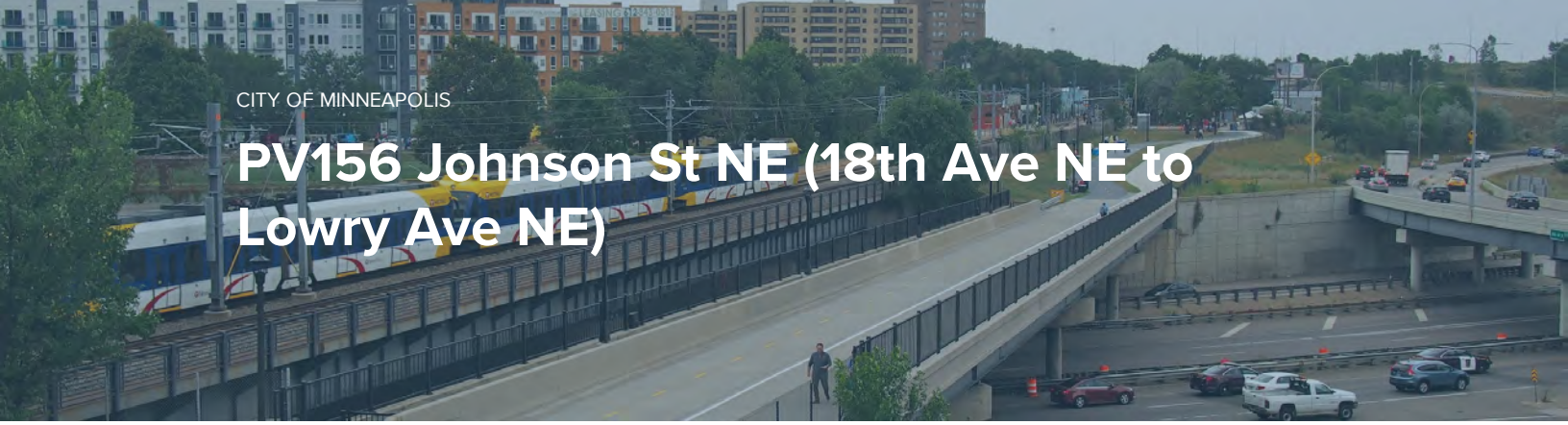
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Liz Heyman
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 44 of 74
Contact Phone Number: (612) 673-5745
Website:
http://www.minneapolismn.gov/cip/futureprojects/johnson-st-ne

Project Location:

Address: 18th Ave NE to Lowry Ave NE
City Sector: East
Affected Neighborhoods: Windom Park
Affected Wards: 1
18th Ave NE to Lowry Ave NE

Project Description:

The proposed project will reconstruct approximately 0.50 miles of Johnson Street Northeast between 18th Avenue Northeast and Lowry Avenue Northeast. Currently the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The project corridor is in a predominantly single-family residential area with some individual commercial properties along the corridor. Public Works is recommending narrowing Johnson Street NE, from 18th Avenue NE to Lowry Avenue NE, to calm traffic, improve safety, add space for greenery, and to include an off-street shared-use path for pedestrians and bicyclists. This recommendation will also maintain vehicle and commercial access throughout the corridor.

The project is a full reconstruction, involving the entire right-of-way and will include:

- Expanded sidewalk/furnishing zone on the east side of the street
- Shared use path on the west side of the street
- Improvements to the intersections at 23rd Avenue Northeast, 22nd Avenue Northeast, 19th Avenue Northeast and 18th Avenue Northeast, including marked crosswalks, traffic signal replacements, curb extensions, raised crosswalks and ADA compliant pedestrian curb ramps
- New pavement, subbase, and curb/gutter
- Stormwater and utility improvements
- Signage and striping
- Pedestrian street lighting

More detailed information can be found on the project website:
http://www.minneapolismn.gov/cip/futureprojects/johnson-st-ne

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and the large majority of the project extent is currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Johnson Street has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and include a shared use path for pedestrians and bicyclists. This corridor serves an estimated 80 people walking, 170 people boarding the bus, 20 people biking, and between 12,000 and 18,000 people driving per day.

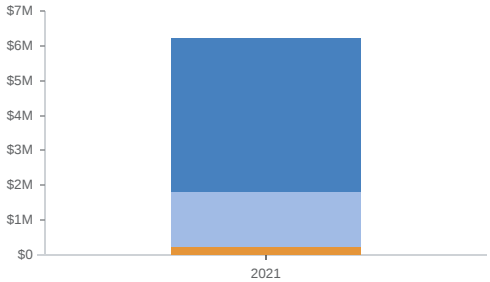
Project Visuals and Map:



Project Cost Breakdown

PV156

Updated 2 weeks ago



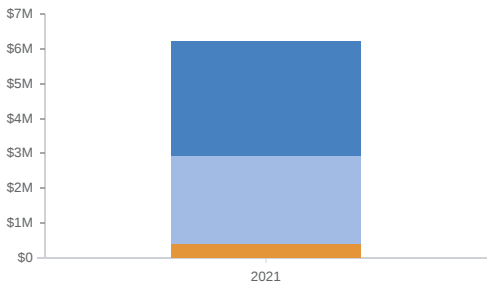
$6,235,000.00

Expenses in 2021

Department Funding Request

PV156

Updated 2 weeks ago



$6,235,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 6, 2019.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
N\A

Does the project support redevelopment opportunity that without the project would be infeasible?
N\A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The corridor is served by Metro Transit Route 4, with intersecting services provided on 18th Ave NE as well as Lowry Ave NE. The entire project length is within the Pedestrian Lighting Corridor with portions of it identified as commercial nodes. Enhancing the existing sidewalks, crosswalks, providing ADA compliant curb ramps, and installing pedestrian level street lighting will be part of this project.
The project also includes in-lane bus stop at 23rd Ave NE and 22nd Ave NE. In-lane stops allow more space for people waiting for the bus, faster transit travel times, and improved schedule reliability
Lastly, the project consolidates the transit stops at 18th Ave NE into nearby Quarry stops, just south of the project area. This allows for faster transit travel times, improved schedule reliability, better adherence to bus stop spacing guidelines, and additional green boulevard space. Also, the Quarry stops provide a better waiting environment with shelter and light, and will be a transfer point between Routes 4, 30, and 141

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes. The project will include:

- Expanded sidewalk/furnishing zone on the east side of the street
- Shared use path on the west side of the street
- Improvements to the intersections at 23rd Avenue Northeast, 22nd Avenue Northeast, 19th Avenue Northeast and 18th Avenue Northeast, including marked crosswalks, traffic signal replacements, curb extensions, raised crosswalks and ADA compliant pedestrian curb ramps
- Inlane transit stops

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Johnson St NE from 18th Ave NE to Lowry Ave NE is 66 feet wide. However, grades and encroachments limit utilization of the entire legal right-of-way. This project required balancing many transportation

modes, as well as stakeholder priorities, while carrying out established City transportation policy. To achieve this balance Public Works recommended a shared use path on the west side of Johnson St NE.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is $5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates layout review for this project in spring 2020, with the detailed design phase to follow immediately after that. Construction is planned for 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV157 33rd Avenue NE, Central Avenue to Stinson

Project Details:

Project Start Date: 4/15/2026
Ongoing Program:
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 4/15/2026
Department Priority: 56 of 74
Contact Phone Number: (612) 673-5307
Website:

Project Location:

Address: 33rd Ave NE
City Sector: East
Affected Neighborhoods: Waite Park
Affected Wards: 1
Central Ave. to Stinson Blvd.

Project Description:

The proposed project will reconstruct approximately 1.0 miles of 33rd Avenue Northeast between Central Avenue North and Stinson Boulevard. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single-family homes. Currently the corridor serves a moderate number of pedestrians and bicyclists and approximately 1,000 vehicles per day. The reconstruction will involve the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

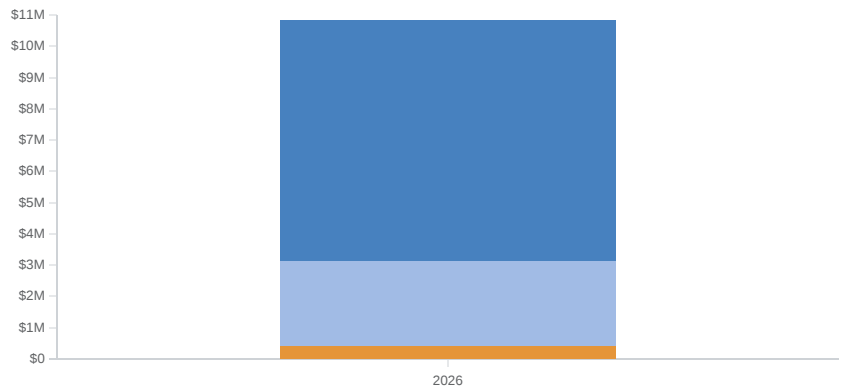
This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1967-1968 and is currently rated in “poor” condition according to the City’s Pavement Condition Index (PCI), as measured in 2017. This segment of 33rd Avenue Northeast was initially included in the PV108 Concrete Rehab program, but it was determine that this segment in the Waite Park project area has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.



Project Cost Breakdown

PV157

Updated 2 weeks ago



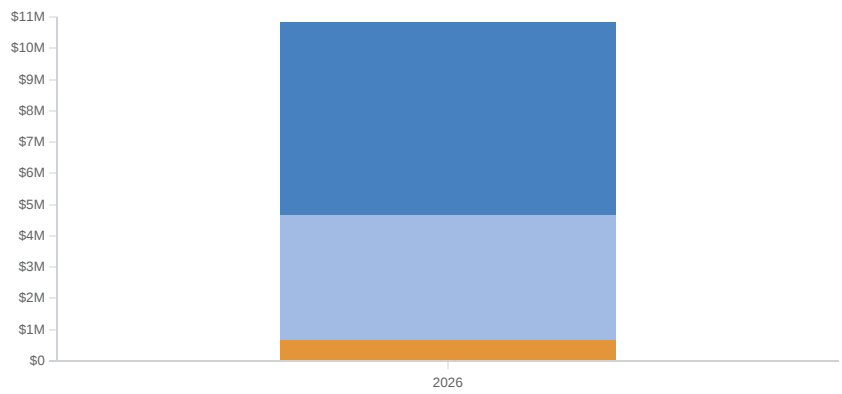
$10,838,000.00

Expenses in 2026

Department Funding Request

PV157

Updated 2 weeks ago



$10,838,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Uses along this corridor are primarily single family residential. The reconstruction of this segment will support continued investment in homes along 33rd Avenue Northeast and adjacent streets, as well as access to notable sites such as Waite Park and the Columbia Golf Course.

Does the project support redevelopment opportunity that without the project would be infeasible?
There are no major redevelopment opportunities along this segment.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No, the corridor is not on an existing or planned transitway.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 33rd Avenue Northeast is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? N\A
Any Prior Year Remaining Bond Authorizations? NO
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
N\A

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

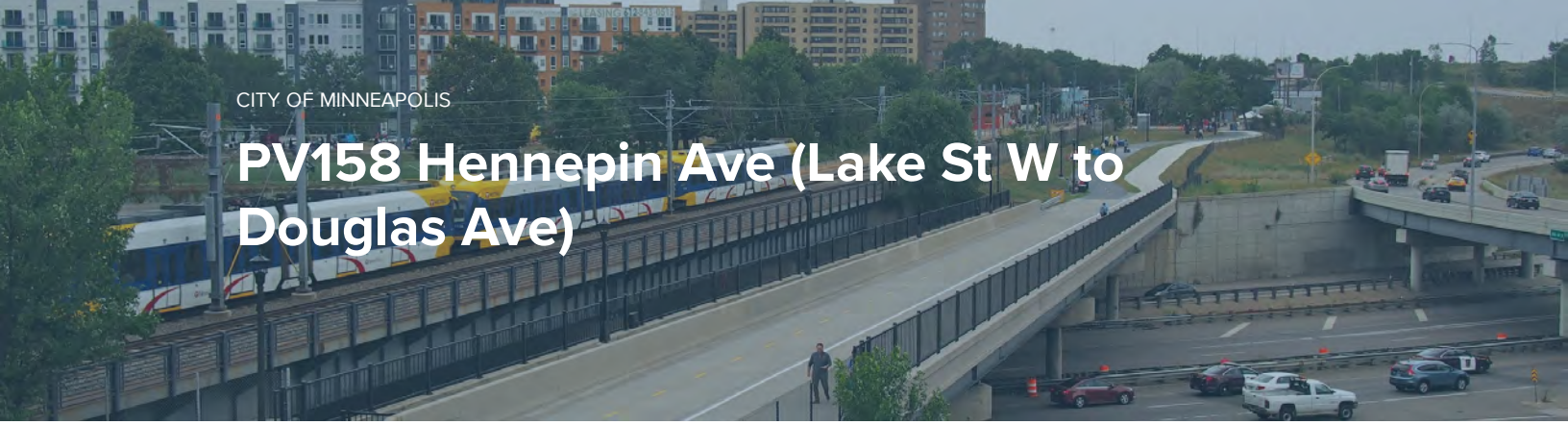
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PV158 Hennepin Ave (Lake St W to Douglas Ave)

Project Details:

Project Start Date: 4/15/2023
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Becca Hughes
Level of Need: Important
Estimated Project Completion Date: 11/15/2024
Department Priority: 27 of 72
Contact Phone Number: (612) 673-3594
Website:
http://www.minneapolismn.gov/cip/futureprojects/HennepinSouth

Project Location:

Address: Hennepin Ave
City Sector: Southwest
Affected Neighborhoods: Lowry Hill, East Isles and Lowry Hill East
Affected Wards: 7, 10
Lake St W to Douglas Ave

Project Description:

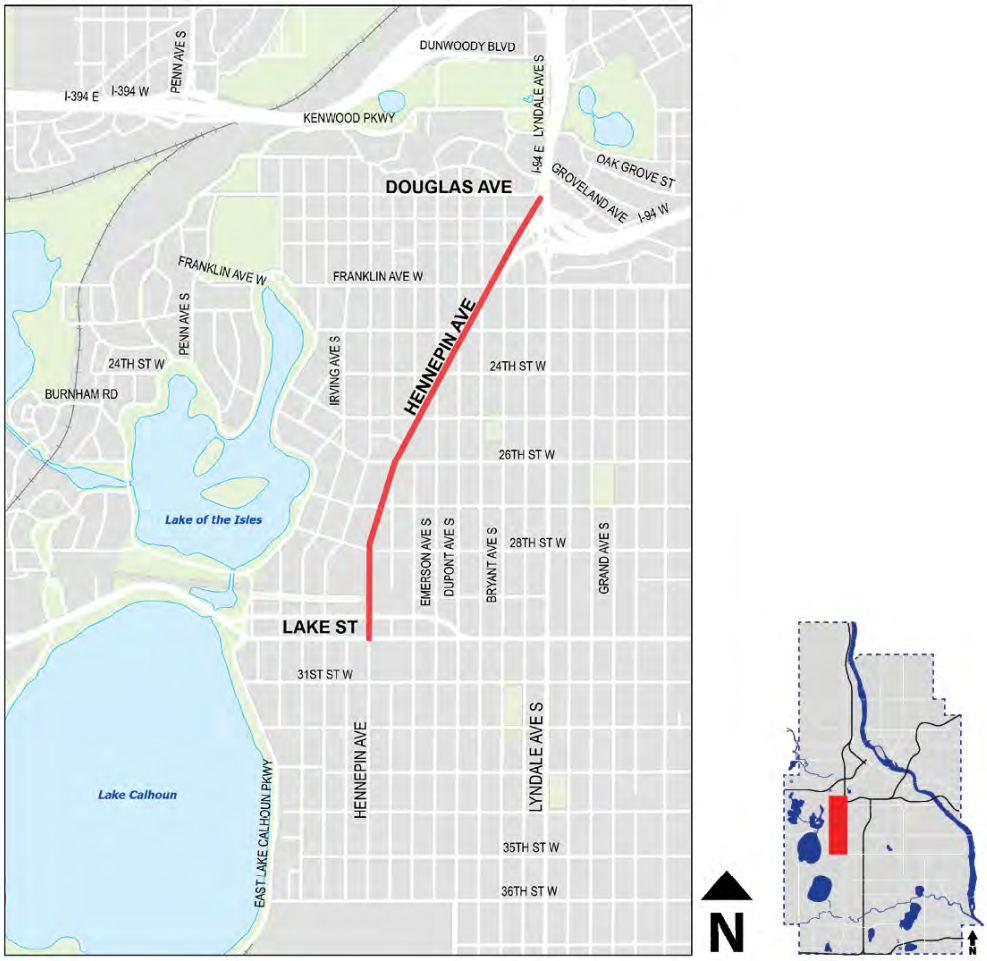
The proposed project will reconstruct approximately 1.36 miles of Hennepin Avenue (Municipal State Aid Route 425) between West Lake Street and Douglas Ave. Currently the corridor conditions vary depending on location. South of Franklin Ave, the corridor includes sidewalk on both sides of the street, four traffic lanes, and two parking lanes. North of Franklin, the roadway configuration varies within the Hennepin-Lyndale area and sidewalk is typically present on the west side of the street. The abutting area along the project corridor is mixed-use with predominantly commercial and varying densities of residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, with consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1957 and most of the project extent is currently rated “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. The recent sealcoat project improves the roadway surface in the short-term until reconstruction. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and evaluate the implementation of a bicycle facility. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day.

Project Visuals and Map:

Project Title: Hennepin Avenue, Lake St to Douglas Ave

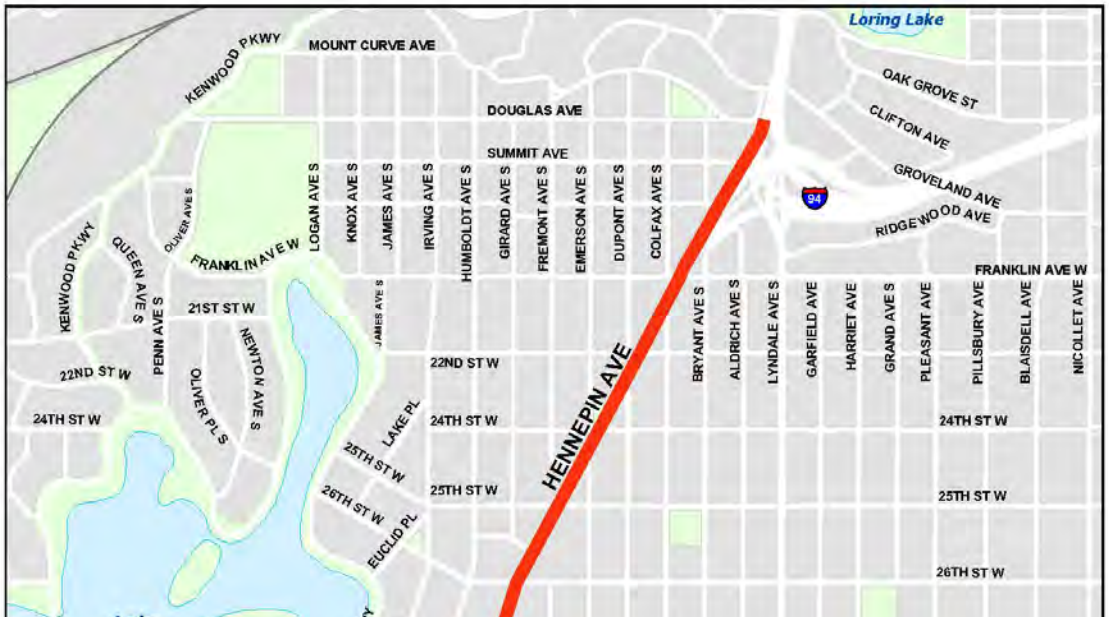


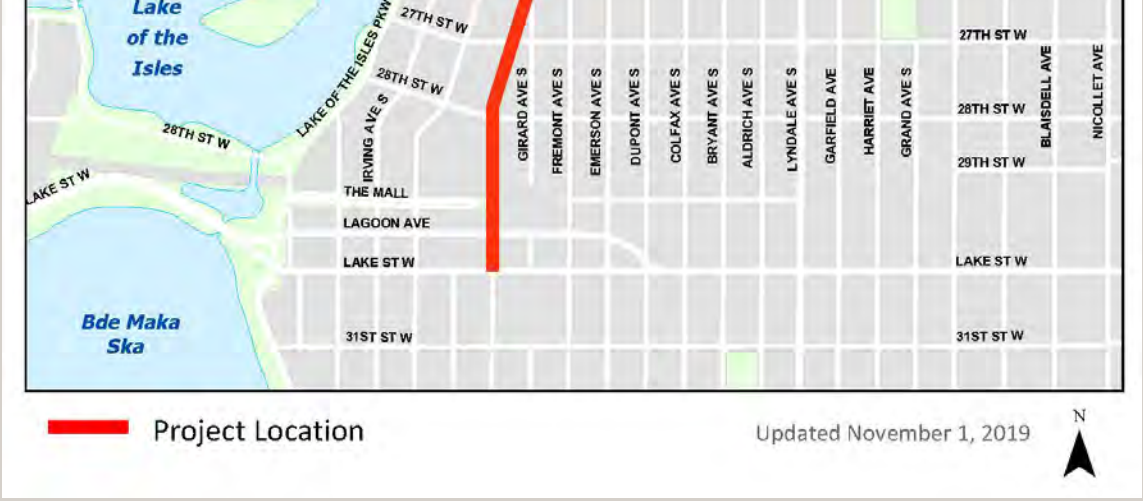
Minneapolis
City of Lakes

PV158 Hennepin Ave, Lake St to Douglas Ave

Contact: Becca Hughes, 612-673-3594

Project information is subject to change.

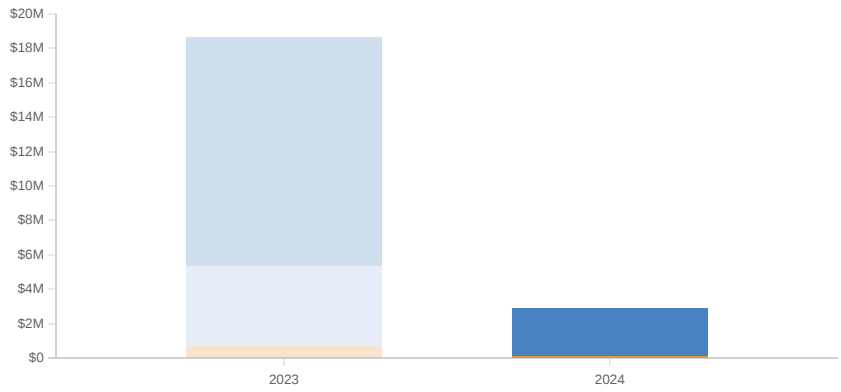




Project Cost Breakdown

PV158

Updated 2 weeks ago



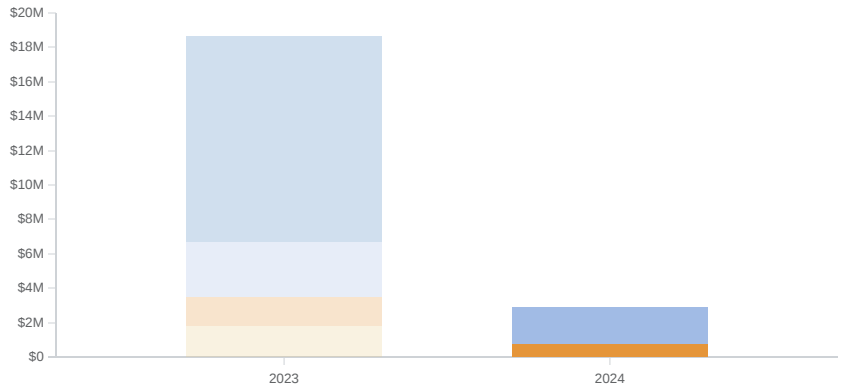
$2,903,000.00

Expenses in 2024

Write a title for the content below

PV158

Updated 2 weeks ago



$2,903,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $7,000,000 of federal funding has been awarded to this project for construction in 2023.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit regarding bus service/accommodations, including the future BRT (E-Line), as well as Hennepin County and MnDOT given intersecting roadways and right-of-way ownership.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 6, 2019. The project was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth

Describe the economic development impact of the project:
Hennepin Avenue from Lake Street to Franklin Avenue is one of the most active commercial areas of Minneapolis outside of downtown. The corridor features a strong mix of retail, commercial, and residential uses and has seen significant growth in recent years. The reconstruction of this segment will support continued investment in the corridor.

Does the project support redevelopment opportunity that without the project would be infeasible?
The reconstruction of Hennepin Avenue, including improved sidewalks and design for future bus rapid transit service, will ensure improved access to destinations along the corridor and minimize conflict generated by continued redevelopment and increased activity.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Route 6, 12, 17, 23, and 114. Hennepin Ave is an identified Primary Transit Network (PTN) corridor and it will accommodate a future BRT (E-Line) line in the future. Planning discussions and coordination with Metro Transit staff to accommodate BRT as part of the reconstruction project has already begun. The Hennepin Ave corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Hennepin Ave from Douglas Ave to W Lake Street is either 96 feet (from Douglas Ave to Colfax Ave S) or 88 feet (Colfax Ave S to W Lake St). Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Hennepin Ave are inconsistent and vary depending on location as there are intermittent grass boulevards, landscaped boulevards and paved boulevards along the corridor with detached sidewalks as well as attached sidewalks located at the back of curb. There are tree plantings although placement is inconsistent depending on the location and existing conditions. The area along the project corridor is a mix of commercial and residential uses.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.36 miles, the estimated annual cost to maintain this roadway is $13,600.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over more years decreases the cost effectiveness of the project, but completing the project in one year is unrealistic based on the projected overall scope.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

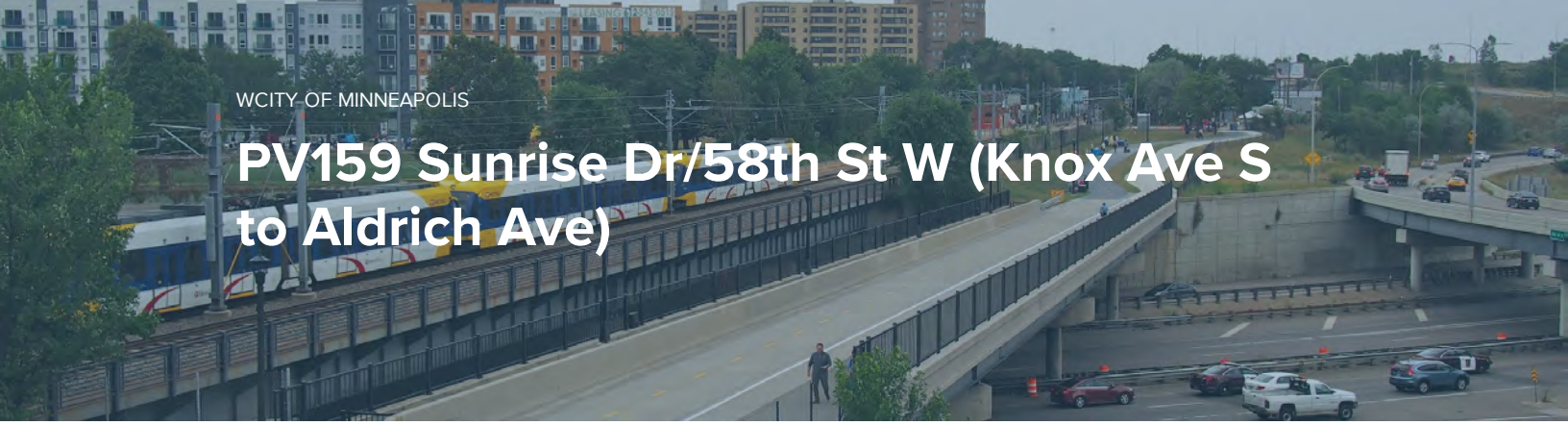
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

TBD Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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WCITY OF MINNEAPOLIS

PV159 Sunrise Dr/58th St W (Knox Ave S to Aldrich Ave)

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2024
Department Priority: 55 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: Sunrise Drive - 58th St W
City Sector: Southwest
Affected Neighborhoods: Kenny
Affected Wards: 13
Knox Ave S to Aldrich Ave S

Project Description:

The proposed project will reconstruct approximately 0.7 miles of 58th St W and Sunrise Drive between Knox Ave S and Aldrich Ave S in the Kenny neighborhood. The existing corridor includes two travel lanes, two parking lanes, and sidewalks on both sides of the street. The land uses adjacent to the corridor are predominately single family residential, but the corridor also serves Kenny Elementary School and Anthony Middle School. The proposed project is a full reconstruction involving the entire right-of-way and will include new sidewalks, potential bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The existing street was built between 1976 and 1985. The pavement condition along the project extent is generally rated in “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. The segments of Sunrise Dr and 58th St W has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and considerations to implement a bicycle facility. Currently the corridor serves a moderate number of pedestrians and bicyclists and approximately 2,200 – 3,000 vehicles per day.

Project Visuals and Map:

Project Title: Sunrise Dr and 58th St W

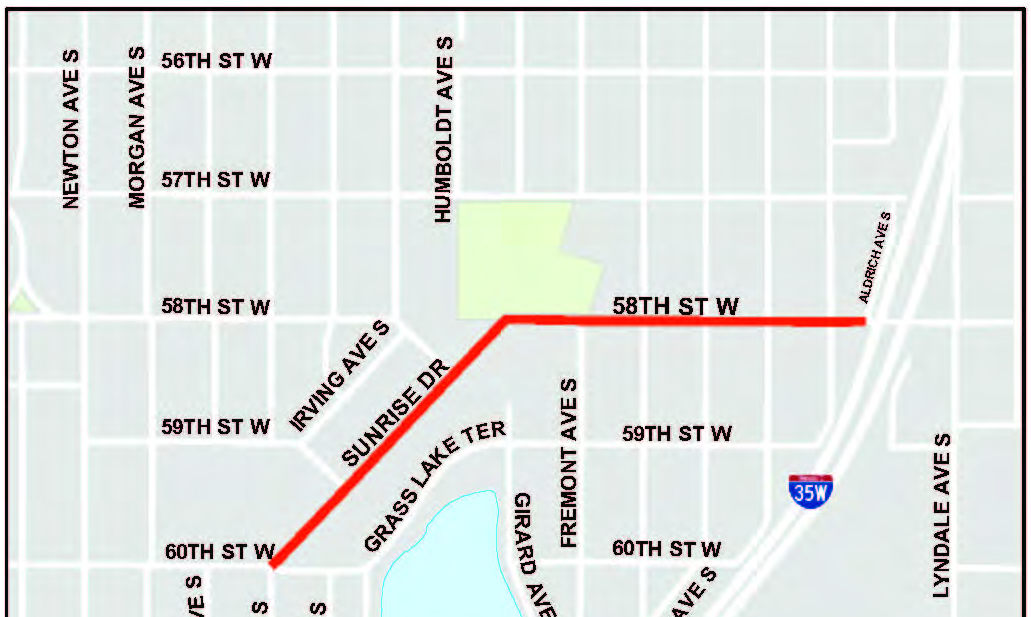


Minneapolis
City of Lakes

PV159 Sunrise Dr/58th St W, Knox Ave S to Aldrich Ave

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

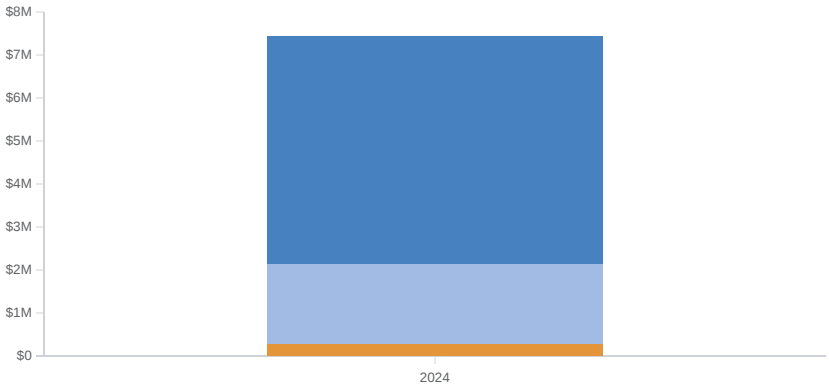




Project Cost Breakdown

PV159

Updated 2 weeks ago



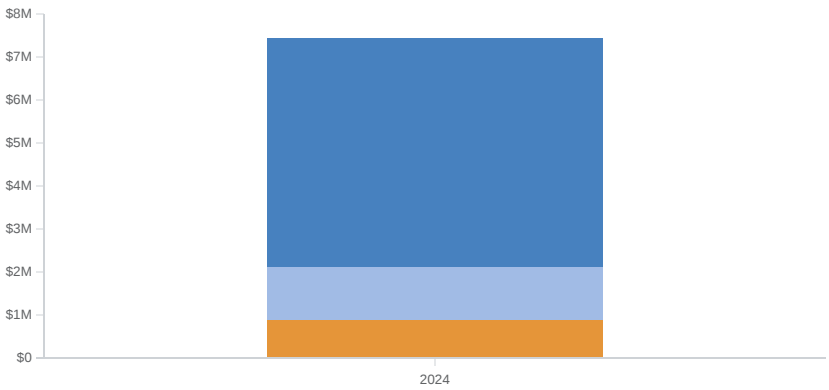
$7,441,000.00

Expenses in 2024

Department Funding Request

PV159

Updated 2 weeks ago



$7,441,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 12, 2017.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Metro Transit Route 156 is a weekday express route to downtown that runs along this corridor. Pedestrian amenities, such as new sidewalks and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access Route 156.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit use of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.7 miles, the estimated annual cost to maintain this roadway is $7,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV160 1st Ave S (Franklin Ave to Grant St)

Project Details:

Project Start Date: 4/15/2025
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2025
Department Priority: 57 of 72
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: 1st Ave S
City Sector: Downtown - South
Affected Neighborhoods: Loring Park, Steven's Square-Loring Heights
Affected Wards: 6,7
Franklin Ave W to Grant St

Project Description:

The proposed project will reconstruct approximately 0.49 miles of 1st Ave S (Municipal State Aid Route 190) between Grant St and Franklin Ave. Currently the corridor includes sidewalk on both sides of the street, a northbound bike lane, two travel lanes, and two parking lanes on the majority of the corridor. The street operates one-way northbound in this segment. The area along the project corridor is primarily residential and abutting properties are predominantly multi-family residential with some commercial and institutional land uses. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This segment of 1st Ave S was built in 1968; the block between 15th St E and 16th St E was rebuilt in 1987. The pavement condition along the project extent is generally rated in “very poor” to “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 580 people walking, 260 people biking, and 2,750 people driving per day.

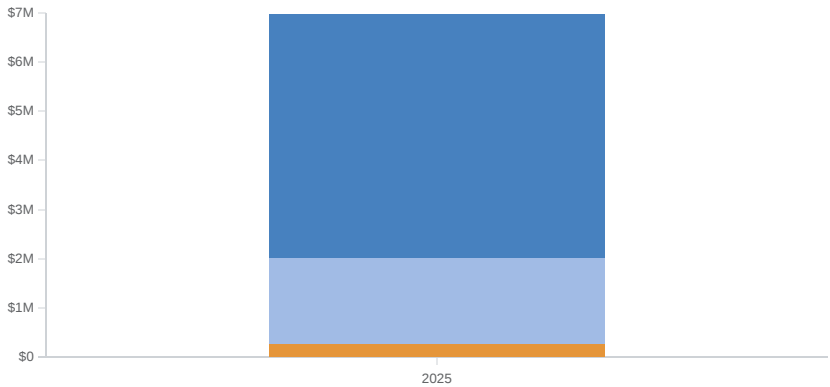
Project Visuals and Map:



Project Cost Breakdown

PV160

Updated 2 weeks ago



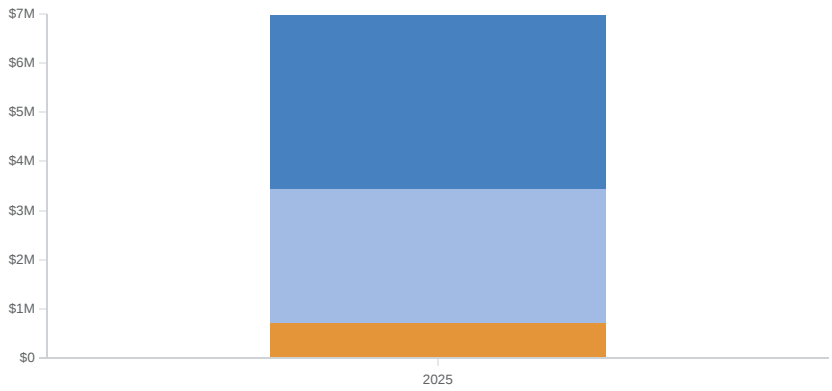
$6,973,000.00

Expenses in 2025

Department Funding Request

PV160

Updated 2 weeks ago



$6,973,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review was completed June 6, 2019.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth

Describe the economic development impact of the project:
1st Avenue South from Franklin Avenue to Grant Street is medium density residential, featuring many of the multi-story walk-ups common to the Stevens Square Neighborhood. The reconstruction of 1st Ave S will support the continued success of this residential area and its important connection to downtown across I-94.

Does the project support redevelopment opportunity that without the project would be infeasible?
This corridor features a small selection of sites that medium-term may be likely candidates for redevelopment, and the reconstruction of this corridor and discussed project improvements would support that potential.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Metro Transit Route 135 utilizes this corridor for its limited stop service to downtown. Additional intersecting transit service is provided on Grant Street East, and Franklin Avenue East. The 1st Avenue South/Marquette Avenue South corridor between 12th Street South and Franklin Avenue East is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 1st Avenue South between Grant Street and Franklin Ave is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. Also, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.49 miles, the estimated annual cost to maintain this roadway is $4,900.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

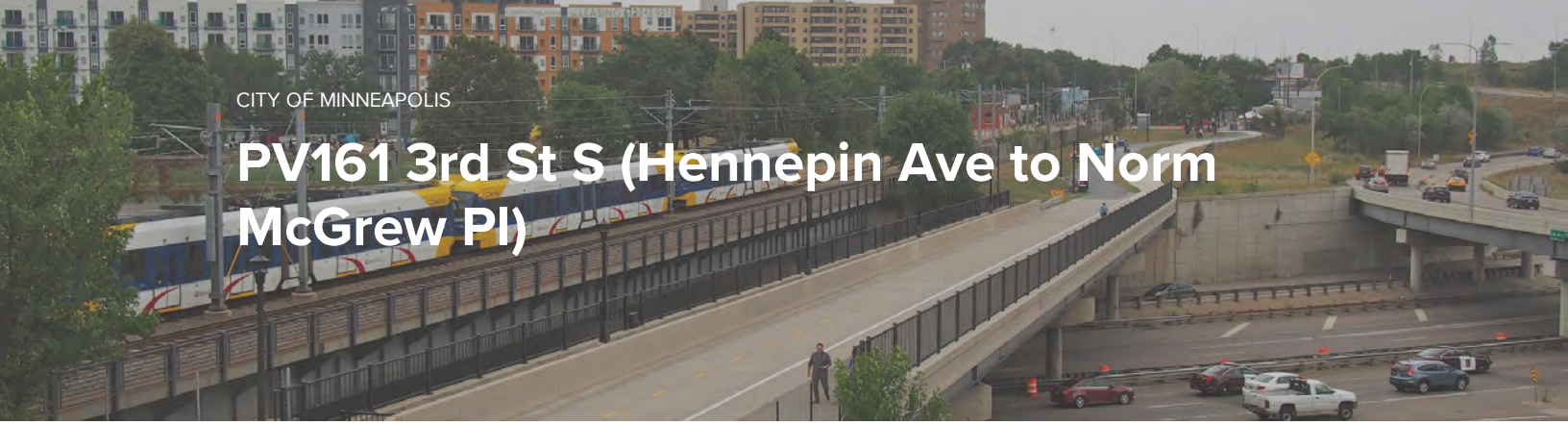
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV161 3rd St S (Hennepin Ave to Norm McGrew Pl)

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 60 of 75
Contact Phone Number: (612) 673-5307

Project Location:

Address: 3rd St S
City Sector: Downtown
Affected Neighborhoods: Downtown E/W
Affected Wards: 3
Norm McGrew Place to Hennepin Ave

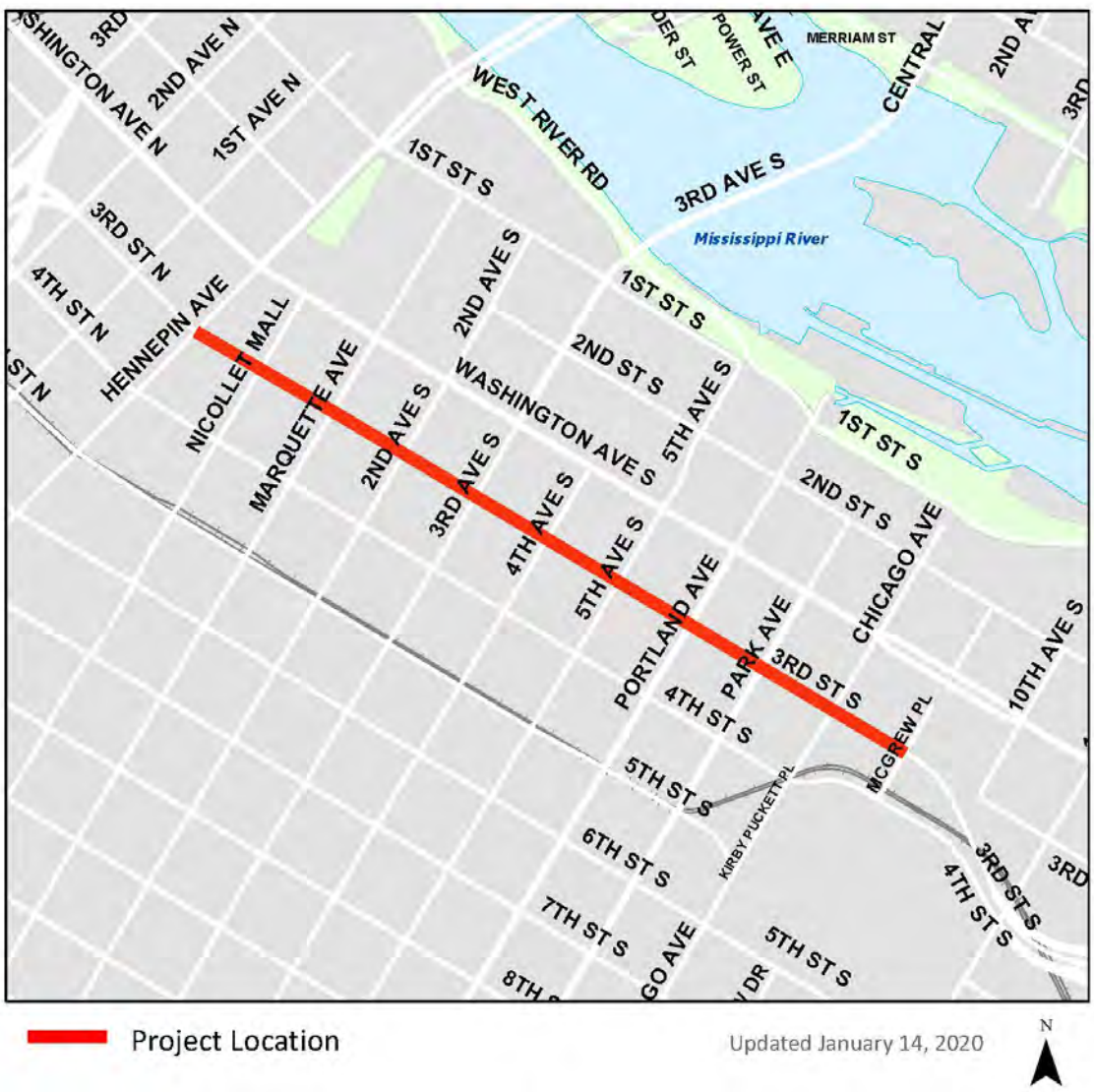
Project Description:

The proposed project is a complete reconstruction of 3rd Street South from Norm McGrew Place to Hennepin Avenue. This project is approximately 0.75 miles long and currently has 3 westbound travel lanes, one bicycle lane and two parking lanes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, an improved bicycle facility, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This segment of 3rd Street South was constructed at various times between 1963 and 1972. A sealcoat project in 2018 temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 3rd Street S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add a pedestrian furnishing zone, address sidewalk obstructions, and improve the bicycle facility. 3rd Street South serves an estimated 1,140 people walking (at Portland Avenue), 200 people biking, and between 4,300 and 11,100 vehicles per day. This street plays a critical role for local, limited stop, and express transit routes, with direct access to regional freeways at both ends of downtown.

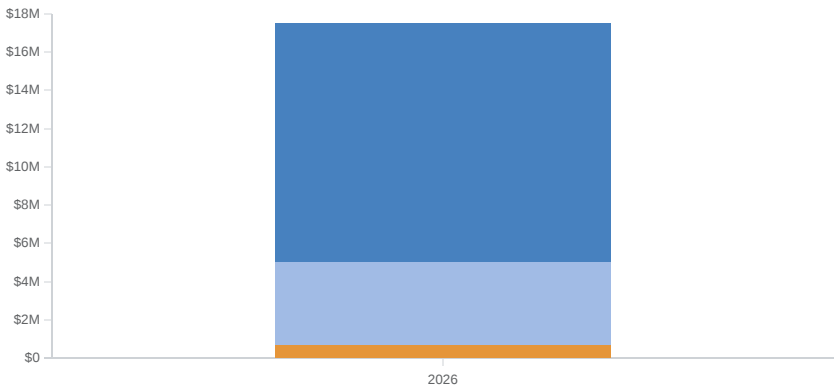
Project Visuals and Map



Project Cost Breakdown

PV161

Updated 2 weeks ago



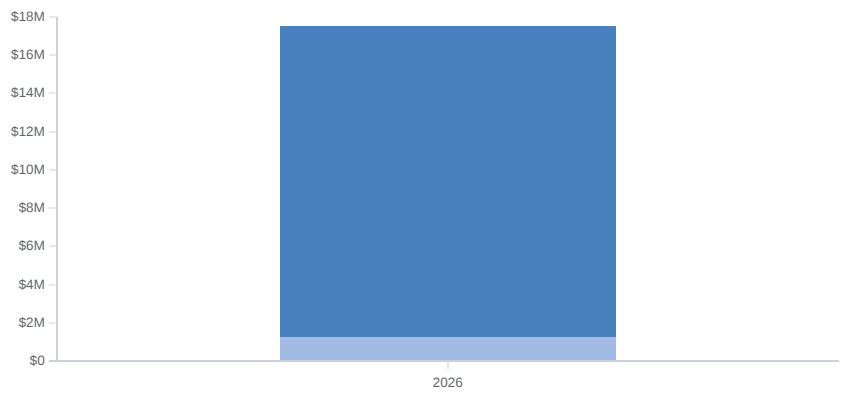
$17,546,000.00

Expenses in 2026

Department Funding Request

PV161

Updated 2 weeks ago



$17,546,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review was completed June 6, 2019.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth

Describe the economic development impact of the project:
3rd Street in downtown Minneapolis from Norm McGrew Place to Hennepin Ave is a corridor experiencing great change. Downtown East has become a focus for development, residential and otherwise, while further west 3rd Street includes many sites likely to become development opportunities in the near future. Property fronting 3rd Street is shifting towards a much more diverse set of activities and uses, and the reconstruction of 3rd Street will support the continuing of this trend.

Does the project support redevelopment opportunity that without the project would be infeasible?
There are multiple potential major development sites along this corridor. Most notable among them is the block north of 3rd Street between Fifth Avenue South and Portland Avenue.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Route 3 as well as numerous express routes. This corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing an improved bikeway and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained. The right-of-way is typically 80 feet wide, so we do expect to be able to widen the sidewalk, improve the bikeway, and implement other pedestrian and transit enchantments.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastcture? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project may be divided into shorter segments with construction over more than one year to provide access during construction.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

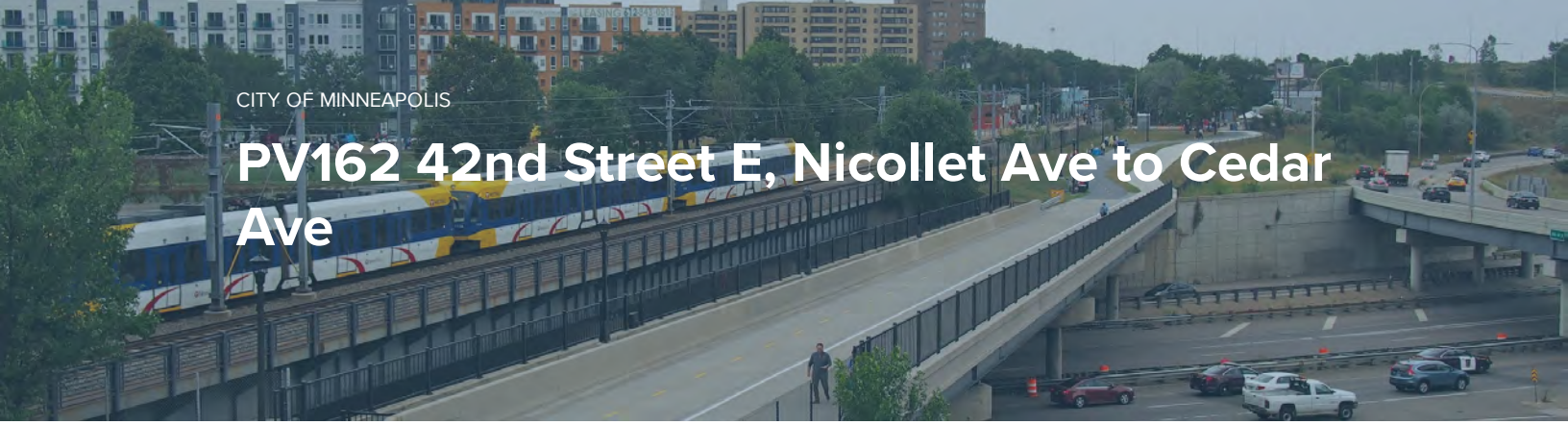
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects, such as this one, complete a corridor and enhance the commercial character of the area, aiding in the preservation of existing property values and enhancing the City's tax base.

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CITY OF MINNEAPOLIS

PV162 42nd Street E, Nicollet Ave to Cedar Ave

Project Details:

Project Start Date: 2024
Ongoing Program:
Submitting Department: Public works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 2024
Department Priority: 59 of 73
Contact Phone Number: (612) 673-3885
Website:

Project Location:

Address: 42nd Street E
City Sector: Southwest, South
Affected Neighborhoods: Kingfield, Bryant, Regina, Bancroft Northrop.
Affected Wards: 8
Nicollet Ave to Cedar Ave

Project Description:

The proposed project will reconstruct approximately 1.5 miles of 42nd Street East between Nicollet Avenue and Cedar Avenue. The existing corridor conditions vary slightly between Nicollet Ave and Cedar Ave, but typically includes two travel lanes, bike lanes, parking lanes and a boulevard. The area along the project corridor is primarily residential with abutting single-family homes, with commercial nodes at Nicollet Ave and Cedar Ave. This is a full reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration for upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

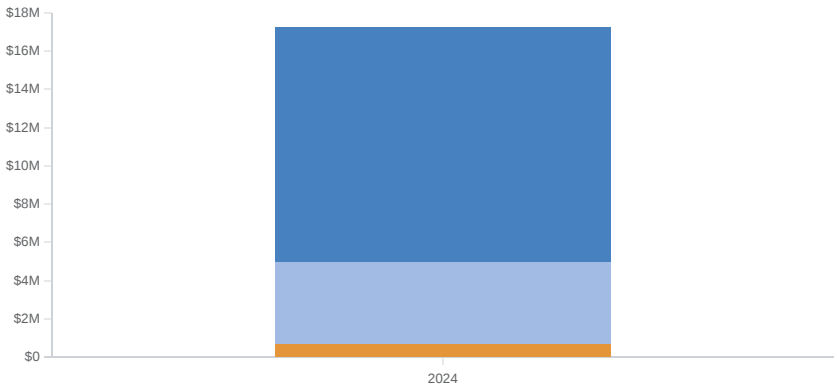
This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1964 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to “fair” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, widen boulevards with trees, address sidewalk obstructions, add bumpouts, and upgrade the existing bicycle facilities. This corridor serves an estimated 80 people walking, 80 people biking as measured in 2016, and between 5,600 – 7,000 vehicles per day.



Project Cost Breakdown

PV162

Updated 2 weeks ago



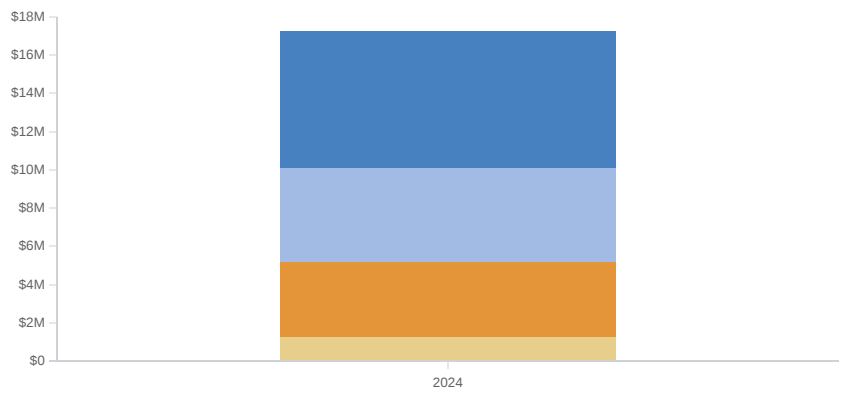
$17,273,000.00

Expenses in 2024

Department Funding Request

PV162

Updated 2 weeks ago



$17,273,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Maintains existing tax base .

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Several intersections along the project intersect with High Frequency transit, rush-hours transit and all-day transit routes. Enhancing the existing sidewalks, crosswalks, adding bumpouts at intersecting streets, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 42st Street varies from 80 feet. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and the area along the project corridor is primarily residential with abutting single-family homes.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? N\A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.3 miles, the estimated annual cost to maintain this roadway is $13,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project . Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The City is currently applying for up to $7 million of federal transportation funds through Met Council's Regional Solicitation.

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CITY OF MINNEAPOLIS

PV163 31st Street E, Blaisdell Ave to Bloomington Ave

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 62 of 75
Contact Phone Number: 612-673-5307
Website:

Project Location:

Address: 31st Street
City Sector: Southwest, South
Affected Neighborhoods: Lyndale, Central, and Powderhorn Park
Affected Wards: 1
Blaisdell Ave to Bloomington Ave

Project Description:

The proposed project will reconstruct approximately 1.3 miles of 31st Street East between Blaisdell Avenue and Bloomington Avenue South. The existing corridor conditions vary depending on location. From Blaisdell Avenue to 3rd Avenue South, the roadway includes two travel lanes and striped shoulders. The roadway transitions to four travel lanes with two intermittent parking lanes during off-peak hours between 3rd Avenue South and Park Avenue, and again transitions to two travel lanes and two parking lanes between Park Avenue and Bloomington Avenue. Throughout the corridor there are back-of-curb sidewalks on both sides of the street. The area along the project corridor is primarily residential with abutting single-family homes, except for the western segment of the corridor between Blaisdell Avenue and I-35W where adjacent land-use is commercial and institutional. The project is a full reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1977 The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bumpouts, and implement bicycle facilities. This corridor serves an estimated 240 people walking, 190 people biking, and between 7,100 and 11,300 people driving per day.

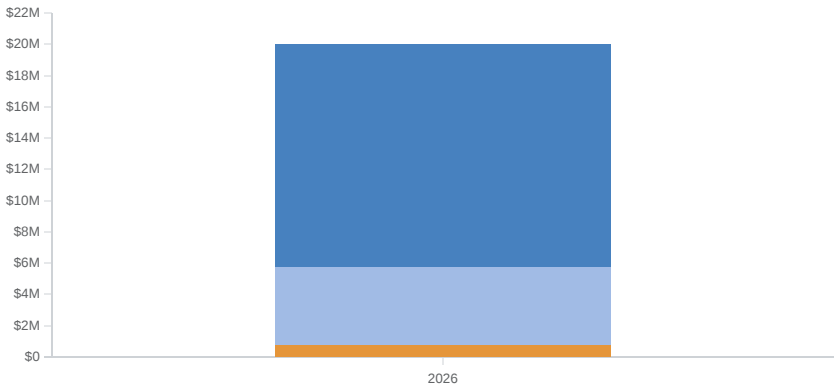
Project Location Map



Project Cost Breakdown

PV163

Updated 2 weeks ago



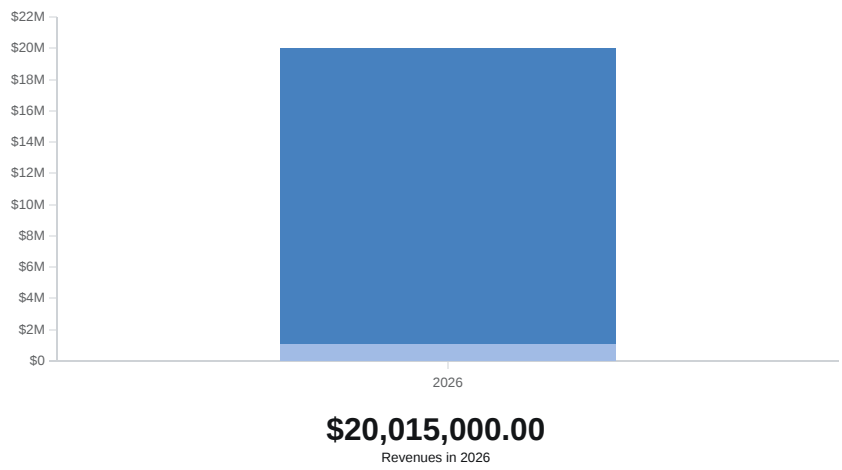
$20,015,000.00

Expenses in 2026

Department Funding Request

PV163

Updated 2 weeks ago



$20,015,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
A portion of this corridor is served by Metro Transit Route 18 and 135, with intersecting service provided on 4th Avenue, Chicago Avenue, and Bloomington Avenue. Enhancing the existing sidewalks, crosswalks, adding bumpouts, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 31st Street varies from 70 feet (Blaisdell Ave to Stevens Ave) to 60 feet (Stevens Ave to Bloomington Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is primarily residential with abutting single-family homes, except for the western segment of the corridor between Blaisdell Avenue and I-35W where adjacent land-use is commercial and institutional.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc.
If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.3 miles, the estimated annual cost to maintain this roadway is $13,000.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.
Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.
Prioritize safety investments in line with the Complete Streets Policy.
Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.
Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)
Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.
Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.
Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.
Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.
Improve the tree canopy and urban forest.
Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

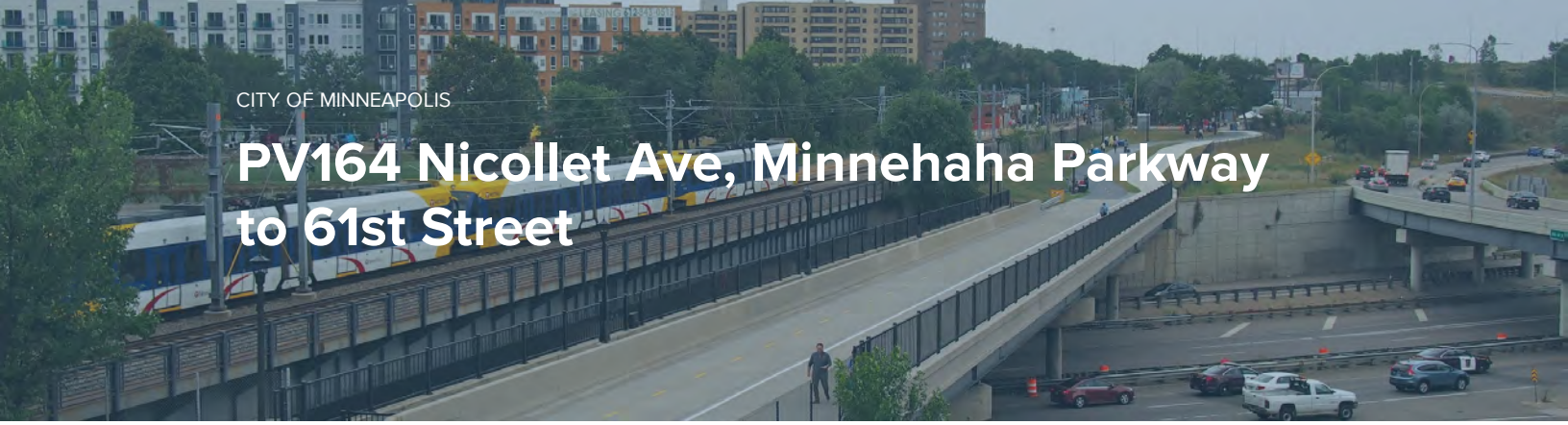
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV164 Nicollet Ave, Minnehaha Parkway to 61st Street

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Important
Estimated Project Completion Date: 11/15/2024
Department Priority: 63 of 75
Contact Phone Number: 612-673-5307
Website:

Project Location:

Address: Nicollet Avenue
City Sector: Southwest
Affected Neighborhoods: Tangletown, Windom
Affected Wards: 11
Minnehaha Parkway to 61st Street

Project Description:

The proposed project will reconstruct approximately 0.95 miles of Nicollet Avenue between Minnehaha Parkway and 61st Street West. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, bike lanes, and two parking lanes. Land use adjacent to the corridor is mixed-use, with predominantly commercial uses near Diamond Lake Road and between 58th and 61st Streets, and with varying densities of residential uses present on the remainder of the corridor. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bump outs, improved bicycle facilities, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1954 and has a pavement surface that is beyond expected useful life. A sealcoat project in 2016 temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add bumpouts, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 150 people walking, 100 people biking, and between 11,800 people driving per day.

Project Location Map

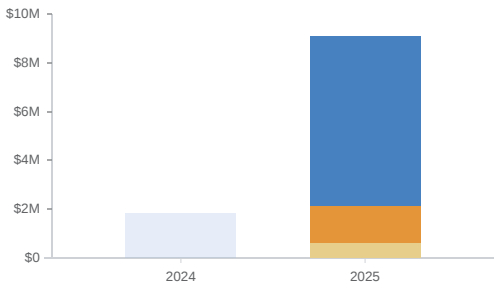


Project Cost Breakdown

Department Funding Request

PV164

Updated 2 weeks ago



$9,117,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations along the corridor.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Routes 18 and 558 with intersecting service on Diamond Lake Road. The Nicollet Avenue corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bumpouts, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Improvements to the existing bike facilities will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of Nicollet Avenue varies between 80 feet (E Minnehaha Pkwy to 54th St) and 66 feet (54th St to 61st St). Grades and encroachments typically limit utilization of the entire legal right-of-way. Boulevard conditions are inconsistent and vary throughout the corridor, with intermittent grass boulevards, paved concrete boulevards, and sidewalk back-of-curb depending on the location. Land use adjacent to the corridor is mixed-use, with predominantly commercial uses near Diamond Lake Road and between 58th and 61st Streets, and with varying densities of residential uses present on the remainder of the corridor.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.95 miles, the estimated annual cost to maintain this roadway is $9,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project . Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity.

The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

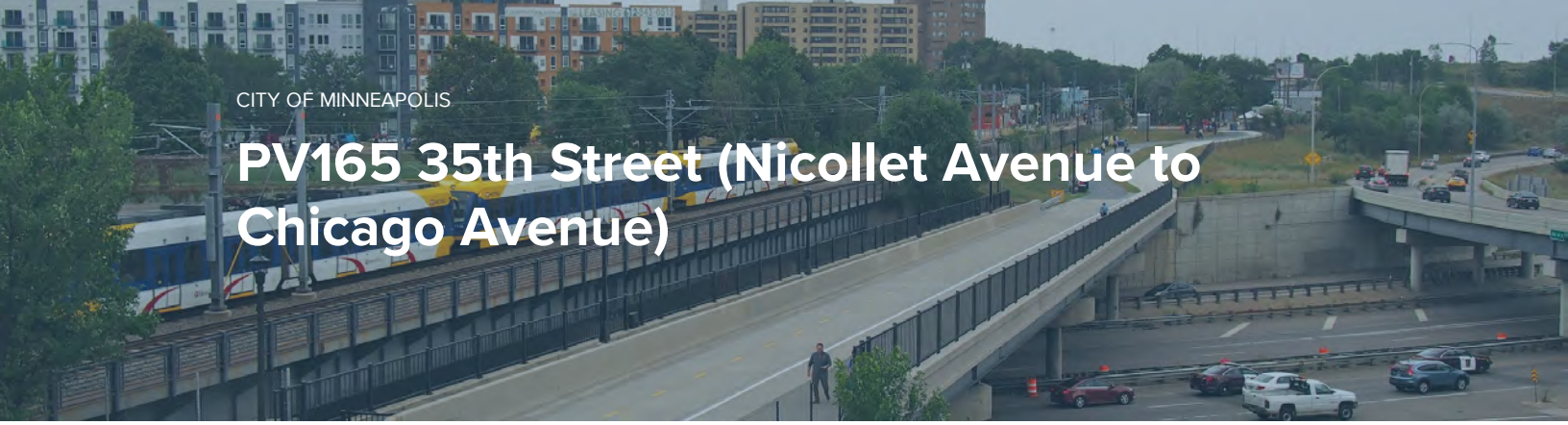
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The City is currently applying for up to $7 million of federal transportation funds through Met Council's Regional Solicitation.

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CITY OF MINNEAPOLIS

PV165 35th Street (Nicollet Avenue to Chicago Avenue)

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Important
Estimated Project Completion Date:
Department Priority: (64 of 75)
Contact Phone Number: (612) 673-3884
Website:

Project Location:

Address: 35th Street E
City Sector: South, Southwest
Affected Neighborhoods: Central, Lyndale, Powderhorn Park
Affected Wards: 8, 9
Nicollet Avenue to Chicago Avenue

Project Description:

The proposed project is a complete reconstruction of 35th Street East from Nicollet Avenue to Chicago Avenue. This project is approximately 0.75 miles long and currently has 2 westbound travel lanes and two parking lanes. The area along the project corridor is primarily single-family housing with a mixture of apartment buildings and commercial uses at either end of the corridor. The project is a full reconstruction involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of bicycle accommodations between 1st Ave S to 3rd Ave S, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. This segment of 35th Street East was constructed in 1961 and is rated “fair” in the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This project provides an opportunity to incorporate ADA compliant curb ramps, add bumpouts at various intersections, and improve the bicycle facility. 35th Street East serves an estimated 180 people walking and between 5,200 and 10,000 vehicles per day.

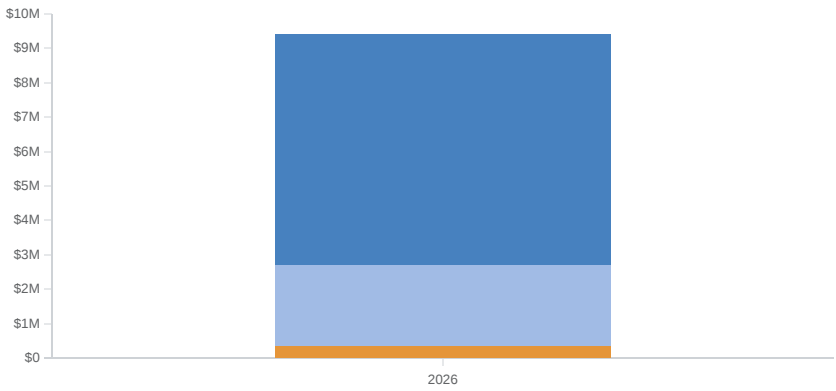
Project Location Map



Write a title for the content below

PV165

Updated 2 weeks ago



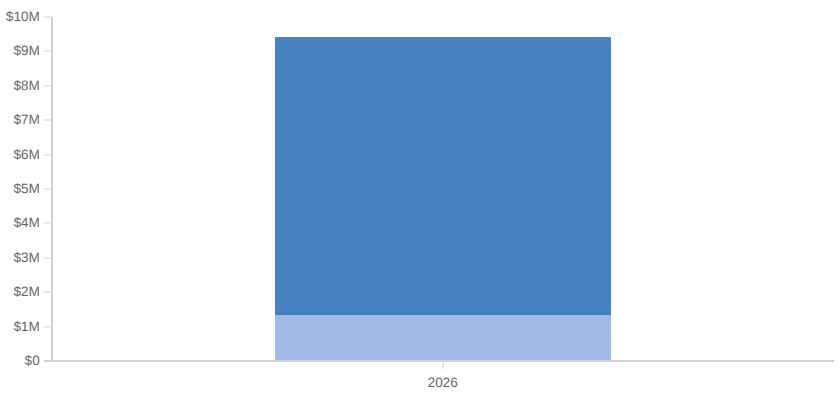
$9,413,000.00

Expenses in 2026

Department Funding Request

PV165

Updated 2 weeks ago



$9,413,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit regarding bus service/ accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design has not been completed.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on Project partners include Metro Transit regarding bus service/ accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction. How the project will improve the transit and/or pedestrian experience?
There are no transit routes on 35th Street East within project limits, but there is intersecting transit service on Nicollet Avenue, 4th Avenue South, and Chicago Avenue. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Existing right-of-way is 60' from Nicollet Avenue to Park Avenue and is 70' from Park Avenue to Chicago Avenue. The proposed typical roadway width will be 28' from 1st Avenue South to 3rd Avenue South and 36' from Nicollet Avenue to 1st Avenue South and 3rd Avenue South to Chicago Avenue. Typical proposed roadways will be comprised of two westbound travel lanes from 1st Avenue South to 3rd Avenue South. Between Nicollet Avenue and 1st Avenue South and 3rd Avenue South to Chicago Avenue will be comprised of two westbound travel lanes and parking on both sides.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? Not applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

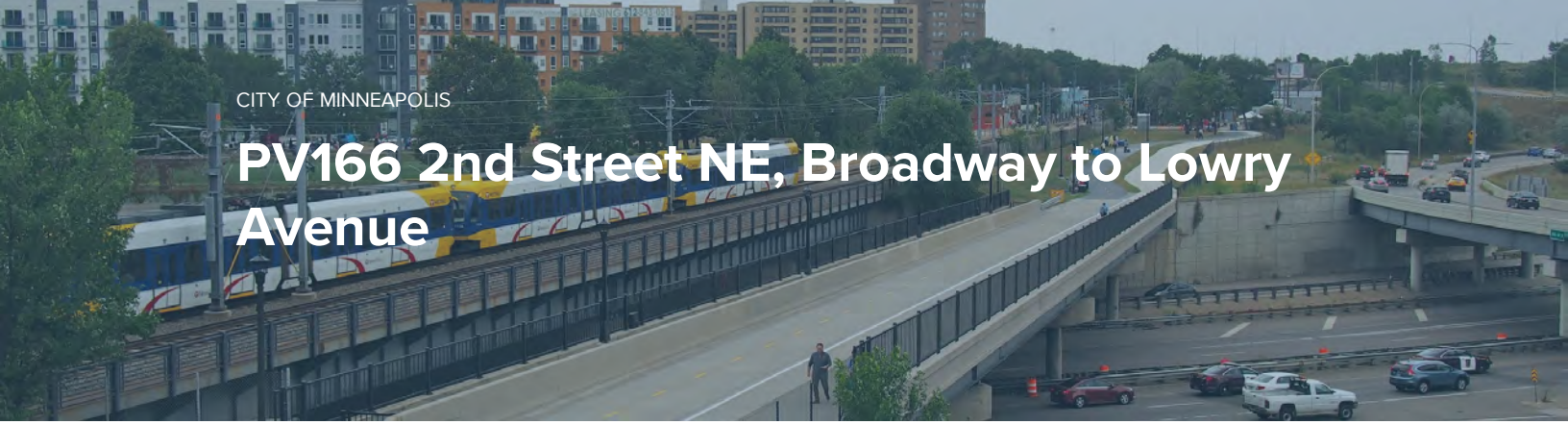
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

NoCapital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

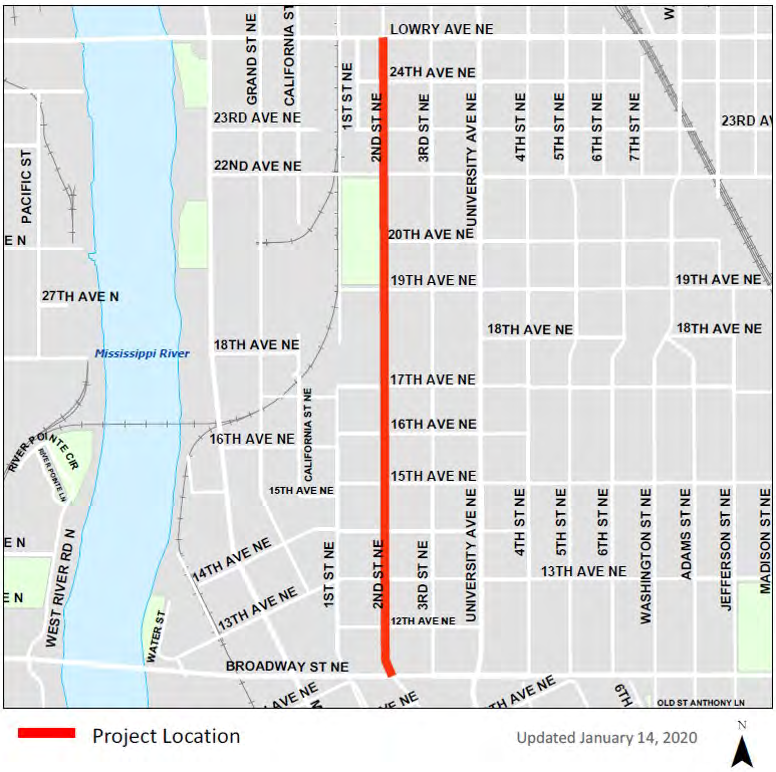
PV166 2nd Street NE, Broadway to Lowry Avenue

Project Details:

Project Start Date: 4/15/2025
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Important
Estimated Project Completion Date: 11/15/2025
Department Priority: 63 of 73
Contact Phone Number: (612) 673-3614
Website: N/A

Project Location:

Address: 2nd Street North East
City Sector: East
Affected Neighborhoods: Sheridan and Bottineau
Affected Wards: 3
Description of Location: Broadway to Lowry Avenue



Project Description:

The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast between Broadway Street Northeast and Lowry Avenue North. The existing corridor includes two travel lanes, two parking lanes, and sidewalks on both sides of the street. Currently, the area along the project corridor is primarily residential with a mix of neighborhood businesses but also serves two schools, and a park. This project is a reconstruction project involving the entire right-of way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

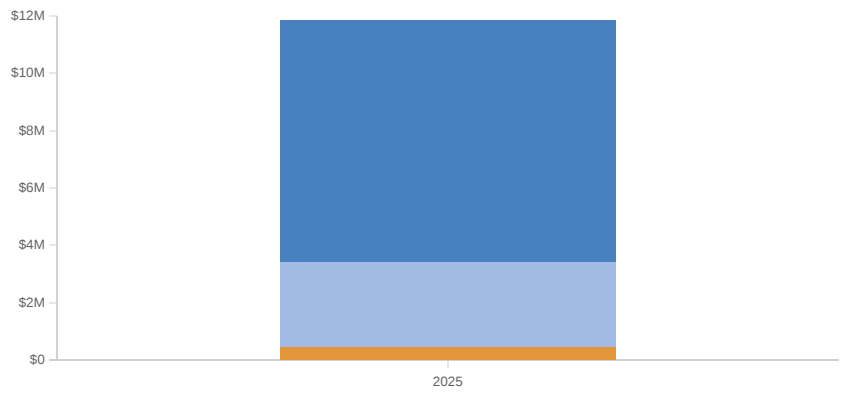
Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1956 and is currently rated in “poor” condition by the City’s pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 2nd St NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions.

Project Cost Breakdown

PV166

Updated 2 weeks ago



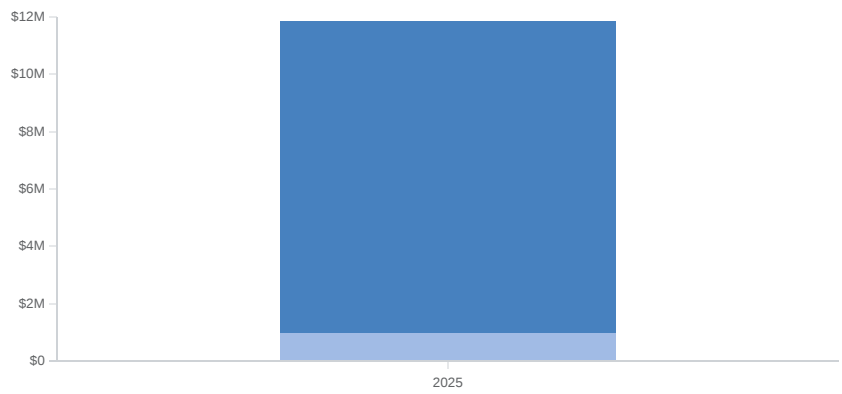
$11,852,000.00

Expenses in 2025

Department Funding Request

PV166

Updated 2 weeks ago



$11,852,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.
This corridor is served by Metro Transit Routes 11 and 32, with intersecting service on Broadway Street and Lowry Avenue. The 2nd St NE corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way of 2nd St NE from Broadway St to Lowry Ave is 66 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. Pedestrians, bikes, vehicles, and buses will all be competing for space on this corridor.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2025
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? N/A
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore, reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA types of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventive maintenance treatments will be needed to keep the read surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventive maintenance treatments will be needed to keep the read surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decrease the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

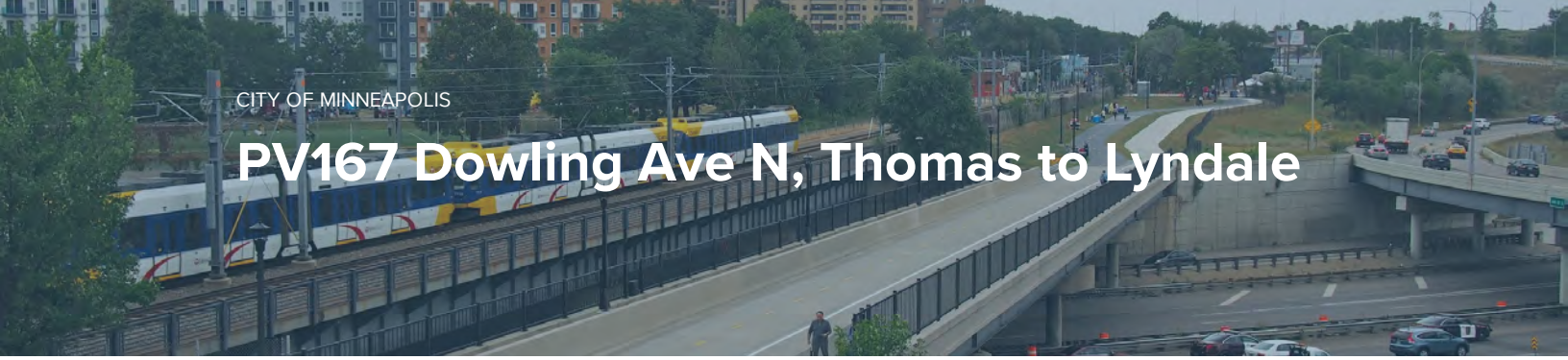
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV167 Dowling Ave N, Thomas to Lyndale

Project Details:

Project Start Date: 4/15/2025
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: important
Estimated Project Completion Date: 4/15/2026
Department Priority: 64 of 72
Contact Phone Number: (612) 673-3614
Website: n/a

Project Location:

Address: Dowling Ave N
City Sector: North
Affected Neighborhoods: Victory, Cleveland, Folwell, Webber- Camden, McKinley
Affected Wards: Ward 4
Description of Location: Thomas Ave to Lyndale Ave N

Project Description:

The proposed project will reconstruct approximately 1.25 miles of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North. This corridor serves and estimated 110 people walking, 40 people biking, and between 7,414 and 10,288 people driving per day. The existing corridor includes two travel lanes, one parking lanes, bike lanes, and sidewalks on both sides of the street. This project is a reconstruction project involving the entire right-of way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

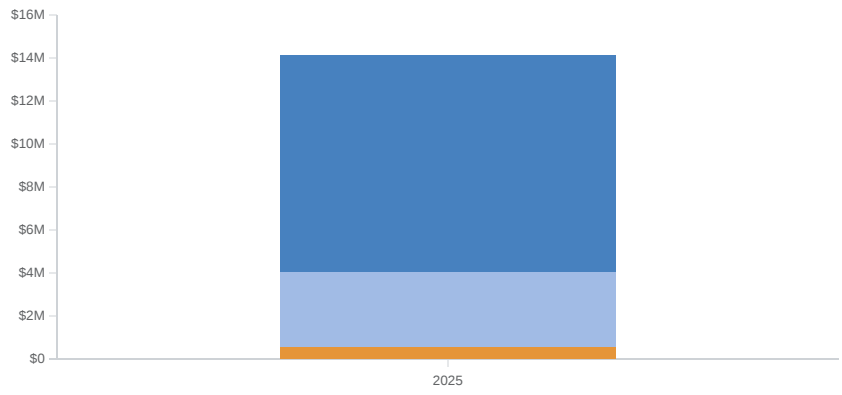
This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1962 and by 2025 will be beyond its expected useful life. A mill and overlay in 2010 temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, and create a direct connection towards Upper Harbor Terminal.



Project Cost Breakdown

PV167

Updated 2 weeks ago



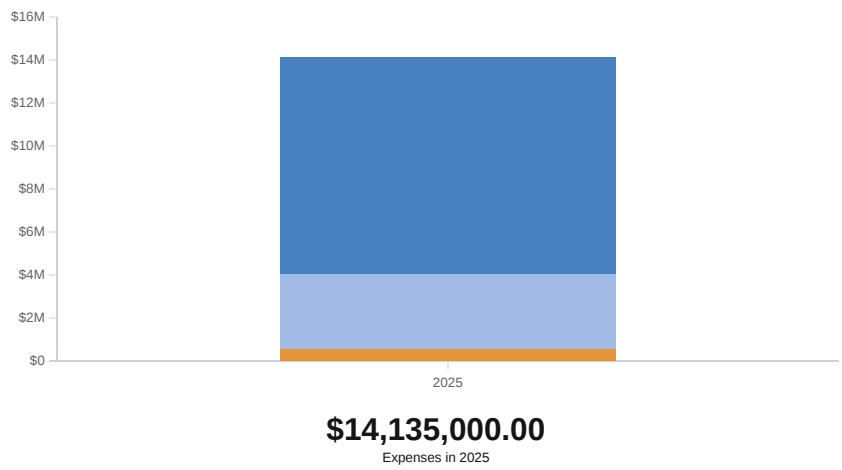
$14,135,000.00

Expenses in 2025

Department Funding Request

PV167

Updated 2 weeks ago



$14,135,000.00

Expenses in 2025

Partnerships

Have Grants for this Project been secured?
Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.
Yes, Dowling Ave N is included in the Bicycle Master Plan and is designated as bike lanes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
The Dowling Ave N corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Operating Impacts

Operations & Capital Asset Maintenance: Existing
Is this request for new or existing infrastructure? 2025
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2025
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? n/a
Prior Year Remaining Bond Authorizations: n/a

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA types of street. Given the length of this project at 1.25 miles, the estimated annual cost to maintain this roadway is $12,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventive maintenance treatments will be needed to keep the read surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Minneapolis Goals and Strategic Direction

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city’s transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

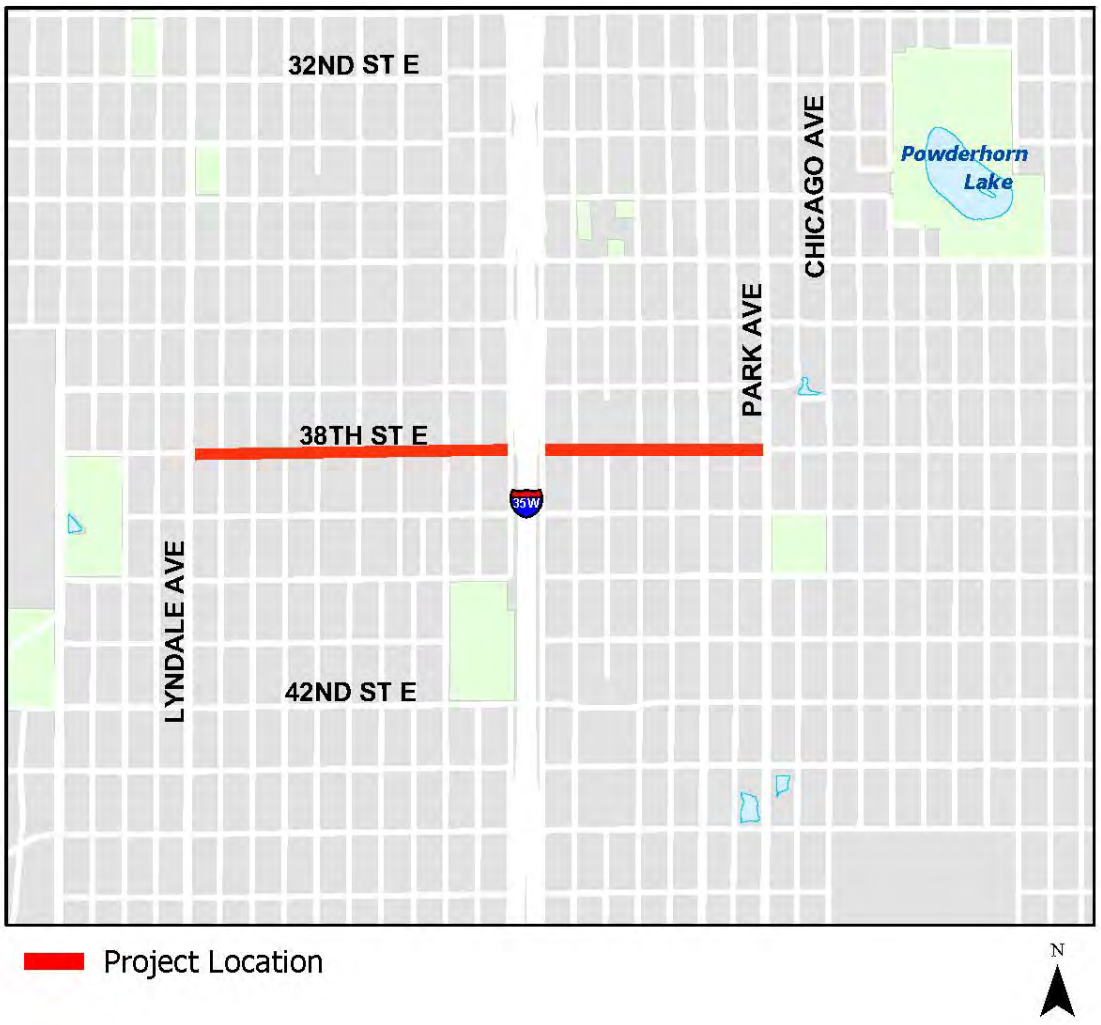
PV169 38th Street, Lyndale Ave to Park Ave

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: (67 of 75)
Contact Phone Number: 612-673-3884

Project Location:

Address: 38th Street
City Sector: Southwest, South
Affected Neighborhoods: Kingfield, Bryant, Central
Affected Wards: 8
Description of Location: Lyndale Ave to Park Ave



Project Description:

The proposed project will reconstruct approximately 1.25 miles of 38th Street E/W between Lyndale Avenue and Park Avenue. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bump outs, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

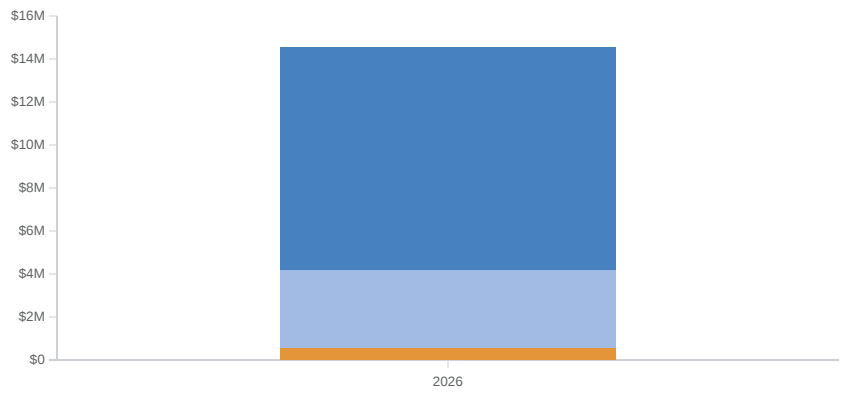
Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and is beyond expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E/W has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and add new pedestrian-scaled lighting. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 200 to 610 people walking, 140 to 290 people biking, and between 4,750 and 9,800 people driving per day.

Project Cost Breakdown

PV169

Updated 2 weeks ago



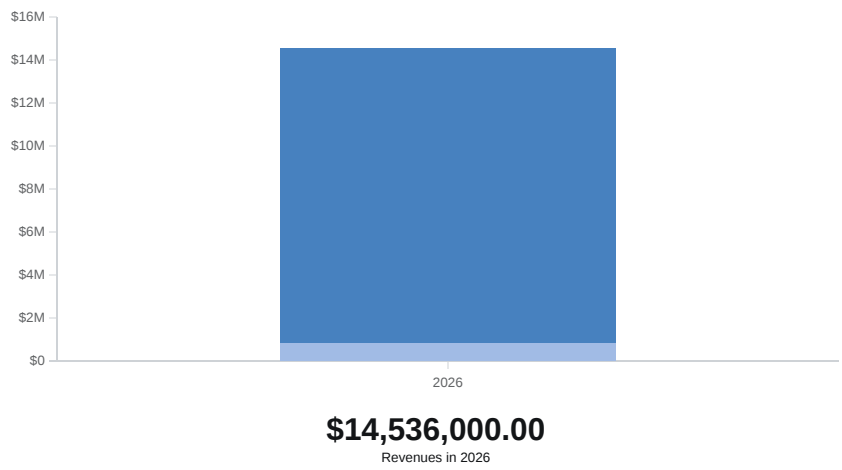
$14,536,000.00

Expenses in 2026

Department Funding Request

PV169

Updated 2 weeks ago



$14,536,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 23 throughout the project limits, and by route 133 between Portland and Chicago. There is intersecting transit service on Grand, Nicollet, and 4th Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bumpouts, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The consideration of any bicycle accommodations, whether at intersecting corridors or along 38th St E/W, will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, the actual right-of-way of 38th Street varies from 66 feet wide (from Lyndale Ave to Pleasant Ave), 74 feet (Pleasant Ave to Blaisdell Ave, and 80 feet (Blaisdell Ave to Park Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. Sidewalk is located back of curb throughout much of the corridor, except for commercial nodes where a paved boulevard is present. Land use adjacent to the corridor is a mix of commercial/retail and residential uses.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.25 miles, the estimated annual cost to maintain this roadway is $12,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

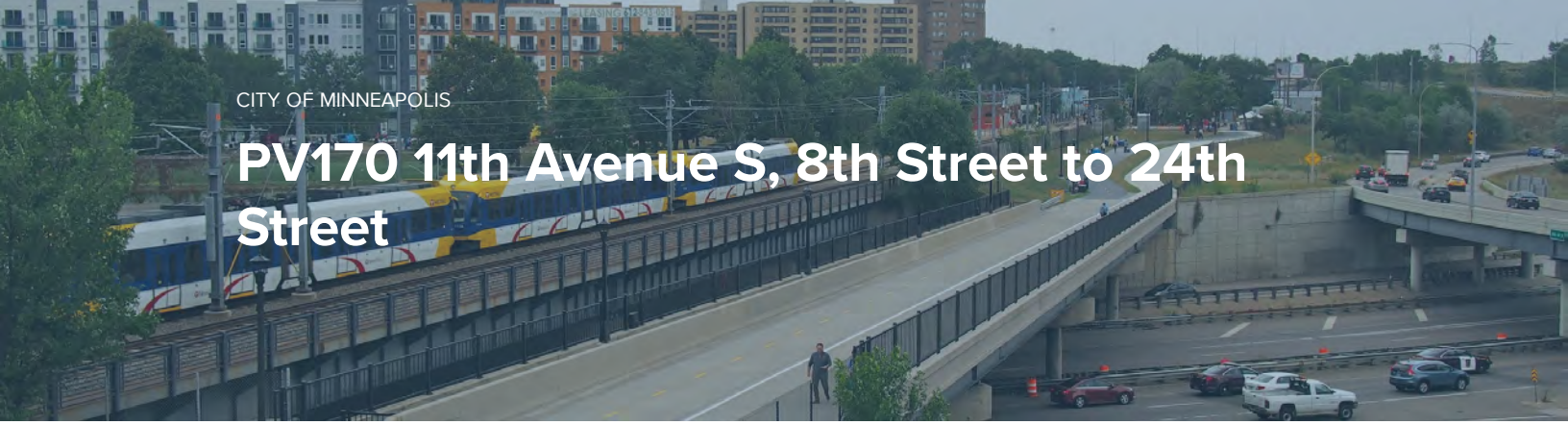
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

PV170 11th Avenue S, 8th Street to 24th Street

Project Details:

Project Start Date: 4/15/2025
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: 11/15/2005
Estimated Project Completion Date:
Department Priority: (66 of 72)
Contact Phone Number: (612) 673-3884
Website:

Project Location:

Address: 11th Avenue S
City Sector: Downtown, South
Affected Neighborhoods: Elliot Park, Ventura Village
Affected Wards: 6, 9
8th Street to 24th Street

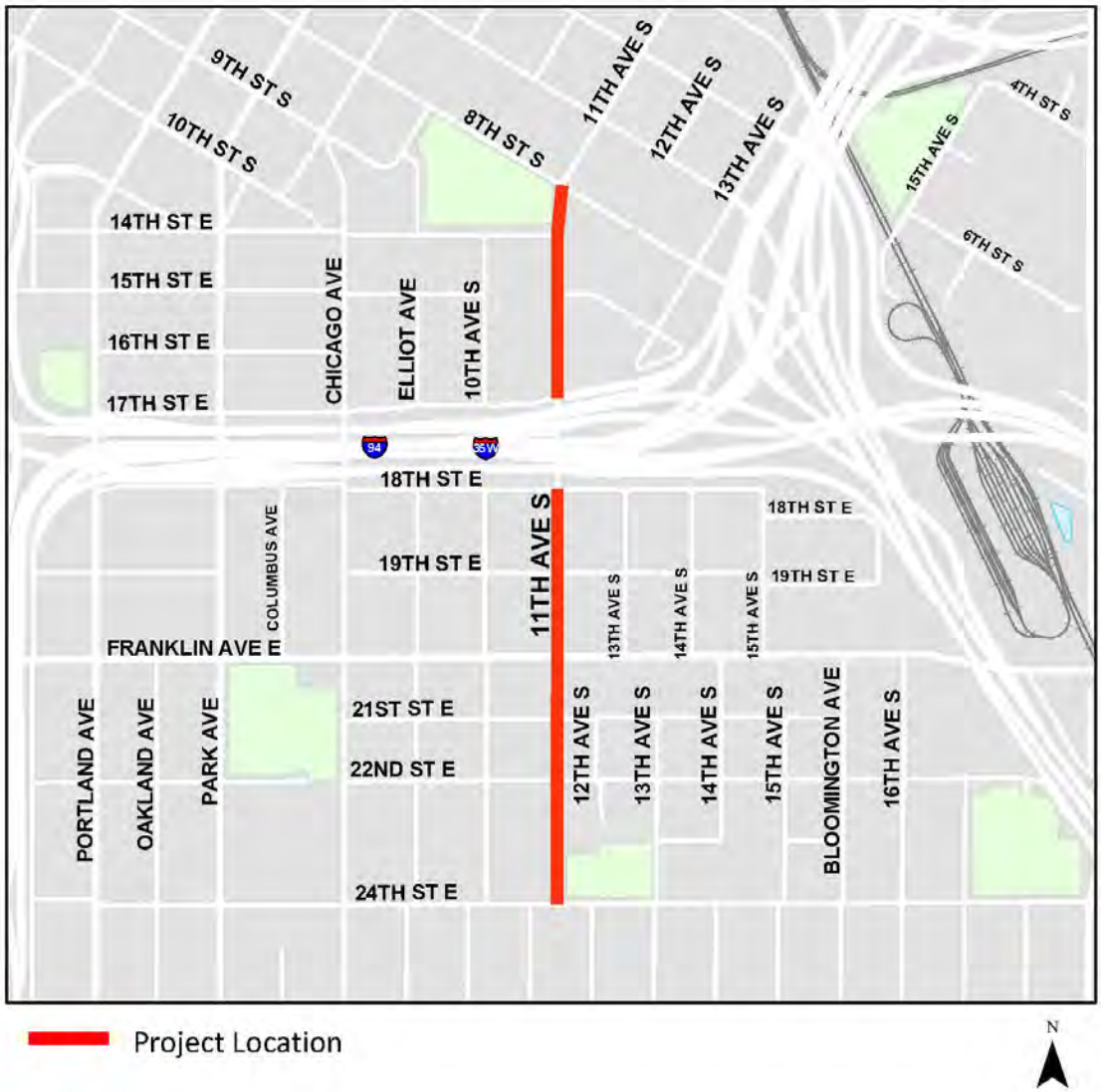
Project Description:

The proposed project will reconstruct approximately 0.72 miles of 11th Avenue South between 8th Street E and 24th Street E. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, bike lanes, and two parking lanes. Land use adjacent to the corridor is primarily residential at varying densities with some commercial uses present at the intersection of Franklin Avenue. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1965 and 1969 and by 2026 will be beyond its expected useful life. A mill and overlay in 2012 temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add bumpouts, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 240 to 720 people walking, 300 to 400 people biking, and between 4,100 and 7,450 people driving per day.

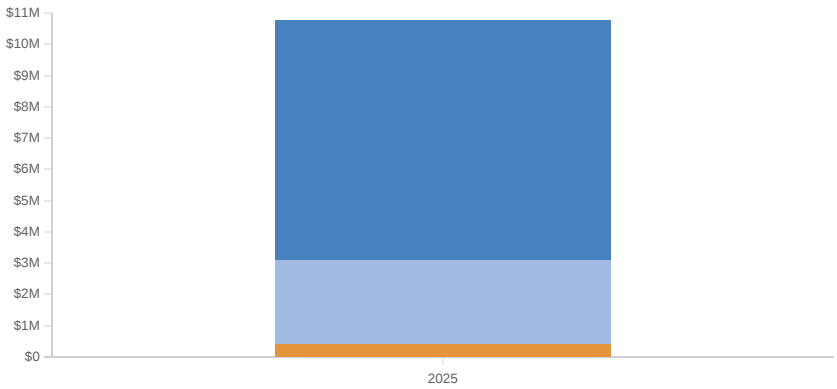
Project Location Map



Project Cost Breakdown

PV170

Updated 2 weeks ago



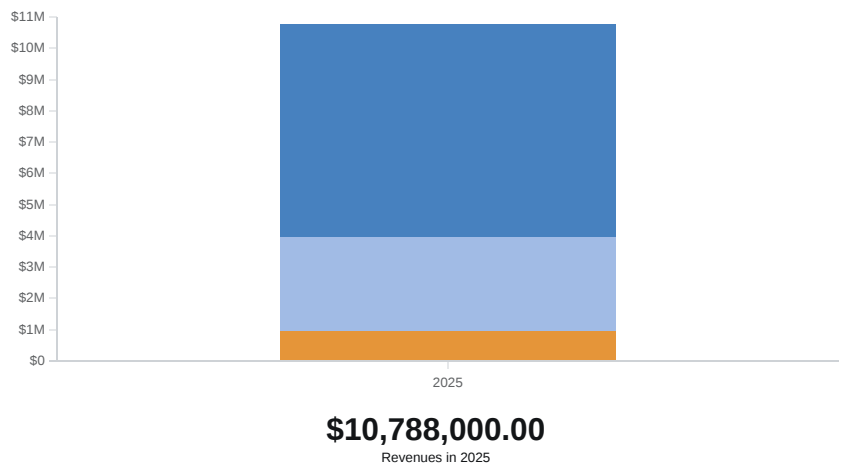
$10,788,000.00

Expenses in 2025

Department Funding Request

PV170

Updated 2 weeks ago



$10,788,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not been completed.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Route between 8th Street and Franklin Avenue, with intersecting transit service on Franklin Avenue. 11th Avenue is identified as a pedestrian priority corridor and pedestrian street lighting corridor between 8th Street and Franklin Avenue. Enhancing the existing sidewalks, crosswalks, adding bumpouts, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, bumpouts, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. Bicycle improvements will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 11th Avenue is 80 feet within project limits. Grades and encroachments typically limit utilization of the entire legal right-of-way. Sidewalks with a concrete boulevard are present between 8th Street and 21st Street, and a grass boulevard is present between 21st Street and 24th Street. Land use adjacent to the corridor is primarily residential, except for a commercial node at Franklin Avenue.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.72 miles, the estimated annual cost to maintain this roadway is $7,200.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

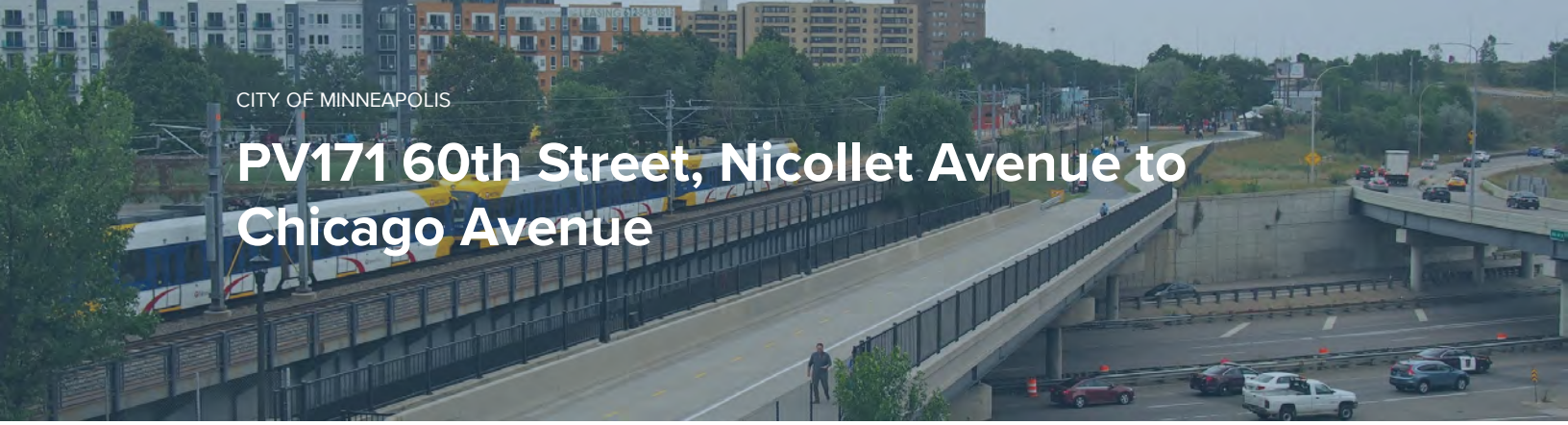
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV171 60th Street, Nicollet Avenue to Chicago Avenue

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 69 of 75
Contact Phone Number: (612) 673-3614

Project Location:

Address: 60th Street
City Sector: South, Southwest
Affected Neighborhoods: Diamond Lake & Windom
Affected Wards: 11
Description of Location: Nicollet Ave to Chicago Ave
Nicollet Ave to Chicago Ave



Project Description:

The proposed project will reconstruct approximately 0.75 miles of 60th St E between Nicollet Ave and Chicago Ave. This corridor serves an estimated 6,300 to 9,800 people driving per day, no bicycle or pedestrian count data is currently available. The existing corridor includes sidewalks on both sides of the street, two traffic lanes, bicycle lanes, and one parking lane. The area along the project corridor is residential and abutting properties are predominantly single-family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

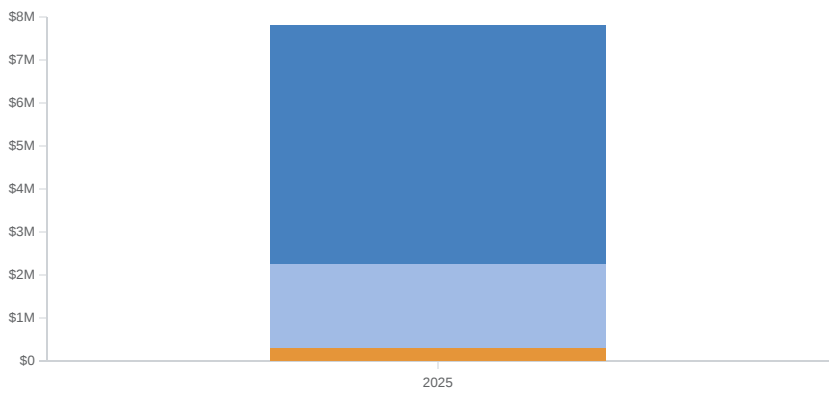
Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1966 and is currently rated in “fair” condition by the City’s pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 60th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and upgrade the existing bicycle facility.

Project Cost Breakdown

PV171

Updated 2 weeks ago



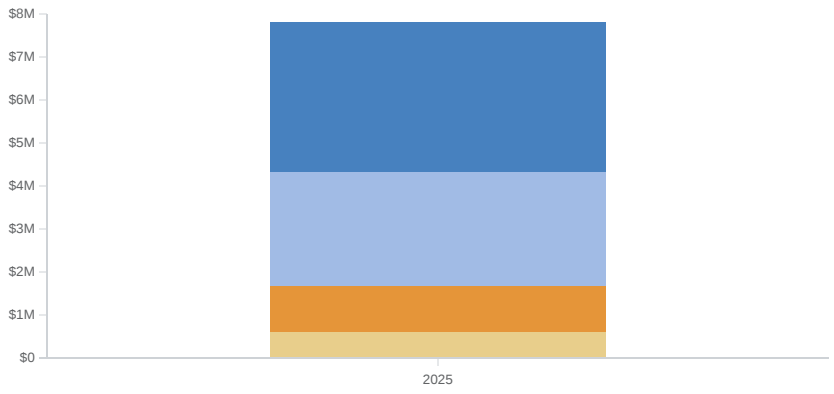
$7,812,000.00

Expenses in 2025

Department Funding Request

PV171

Updated 2 weeks ago



$7,812,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit Route 5 and Limited Stop Route 111 serve a portion of the corridor from Portland Ave South & 60th St E to Chicago Ave & 60th St E. Metro Transit Route 18 and Express Route 554 intersects the corridor at Nicollet Ave S, Metro Transit Express Route 553 intersects the corridor at Portland Ave South, Metro Transit Route 14 intersects the corridor at Chicago Ave. 60th St E from Portland Ave – Chicago Ave is identified on the pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, the actual right-of-way of 60th St E from Nicollet Avenue to Diamond Lake Lane is 80 feet wide. The actual right-of-way of 60th St E from Diamond Lake Lane is to Chicago Ave is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way – the effective right-of-way along the entire corridor is approximately 55 feet. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with commercial nodes at Nicollet Ave and Portland Ave.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

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Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

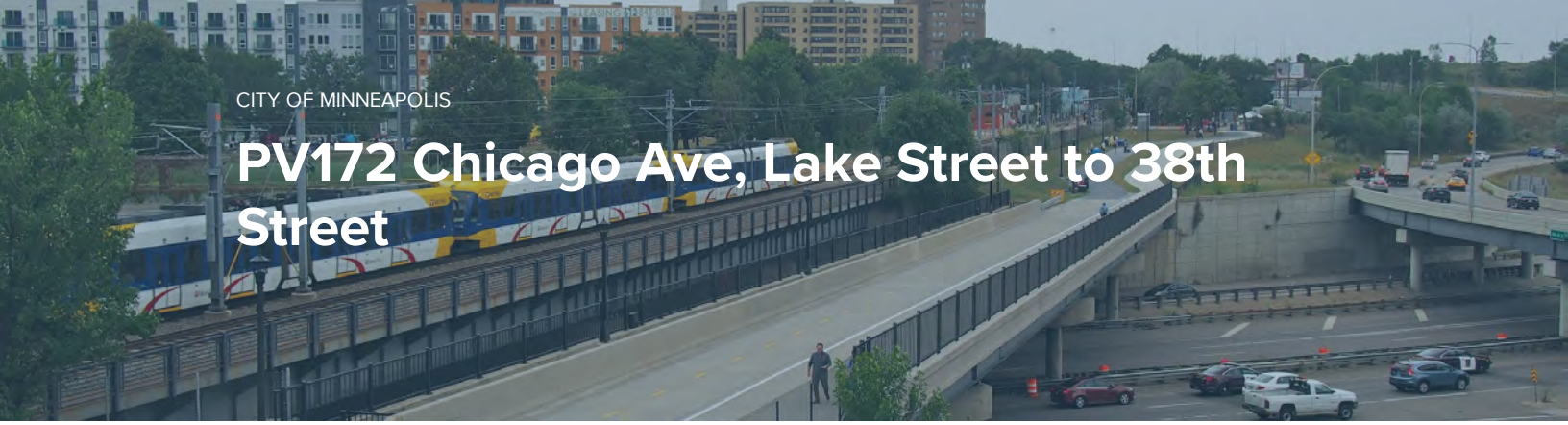
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

PV172 Chicago Ave, Lake Street to 38th Street

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 68 of 75
Contact Phone Number: (612) 673-3614
Website: N/A

Project Location:

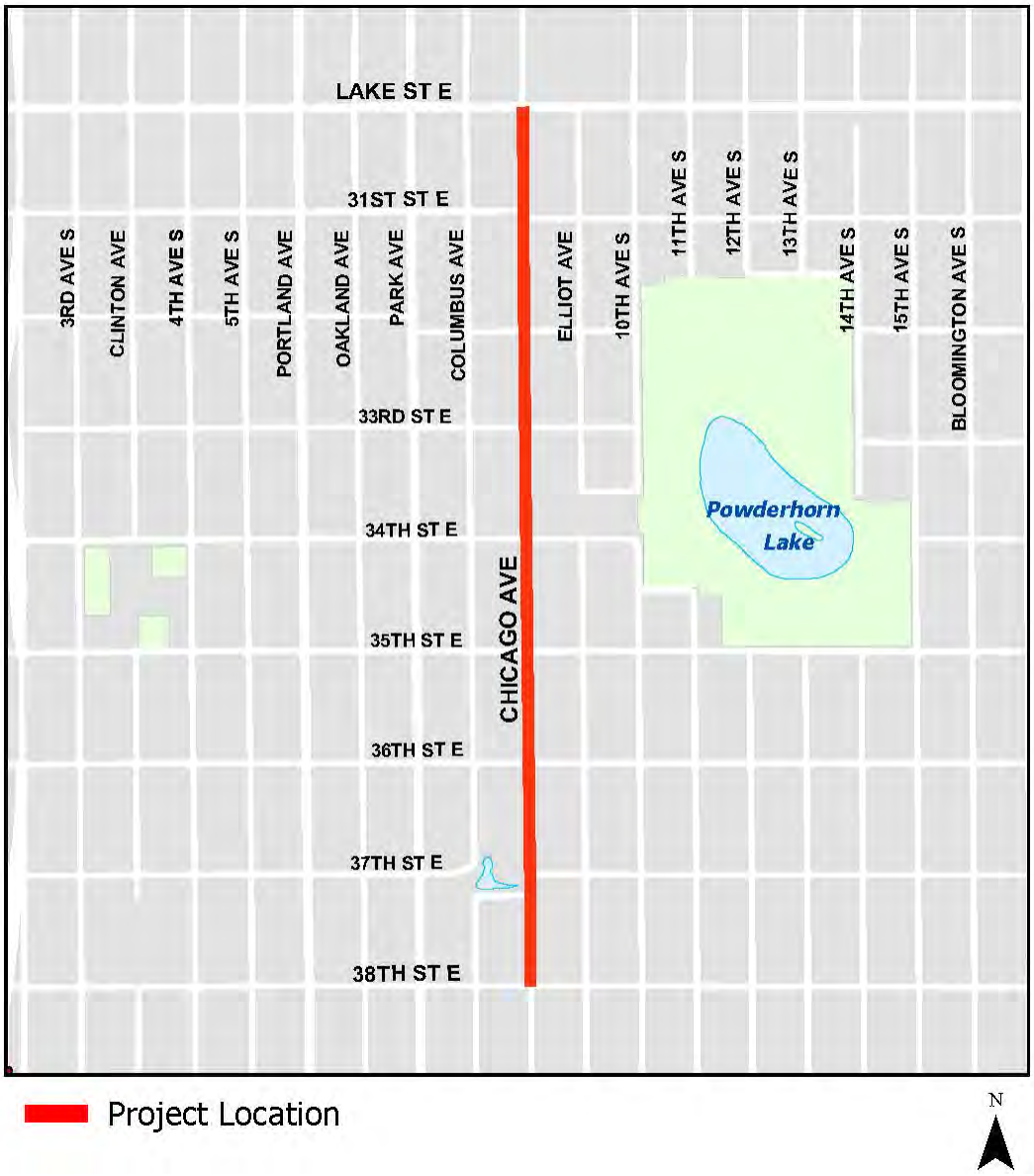
Address: Chicago Avenue South
City Sector: South
Affected Neighborhoods: Powderhorn Park, Central
Affected Wards: 9, 8
Description of Location: Lake Street to 38th Street

Project Description:

The proposed project will reconstruct approximately 1.0 miles of Chicago Avenue South between Lake Street and 38th Street East. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the project corridor is a mix of uses with some commercial nodes and single-family housing. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, consideration of bicycle upgrades, and two travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed. This work will also ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project.

Purpose and Justification:

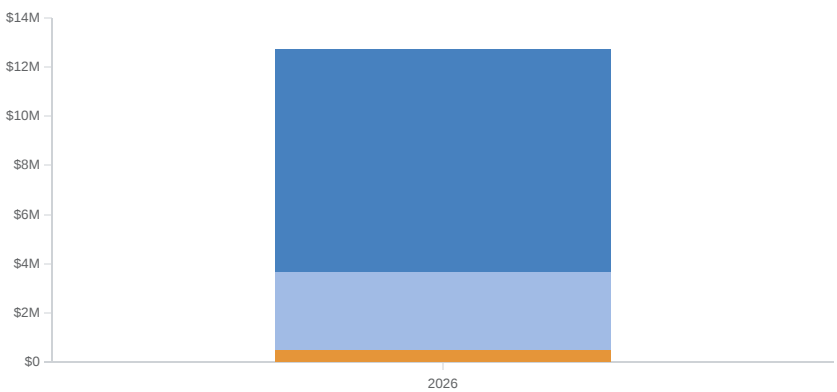
The project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-only lanes. This corridor serves an significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.



Project Cost Breakdown

PV172

Updated 2 weeks ago



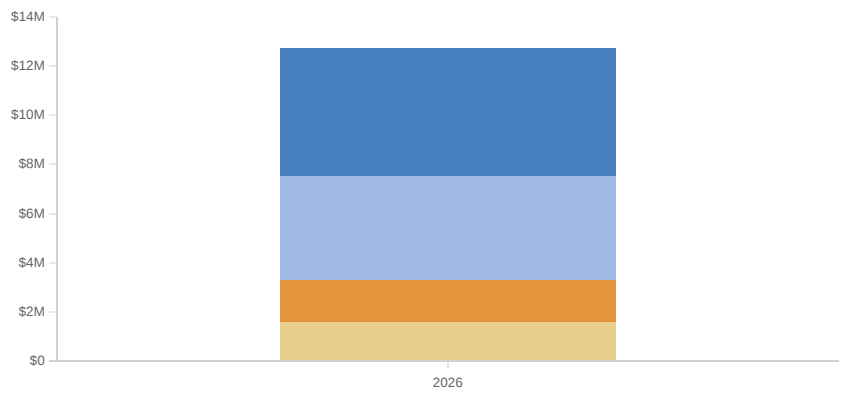
$12,748,000.00

Expenses in 2026

Department Funding Request

PV172

Updated 2 weeks ago



$12,748,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit. The City supports the development of the D Line in this corridor, with station stops at Lake Street, 34th Street, and 38th Street.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not occurred.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.
Metro Transit local route 5 runs along this corridor. In addition to the local route, the project will serve the Metro Transit's planned D-Line arterial Bus Rapid Transit project. The inclusion of bus rapid transit will provide reliable service, thus providing an incentive for people using Chicago Avenue to choose transit. Pedestrian amenities, such as new sidewalks, pedestrian lighting and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The pedestrian space will be improved with 6'-8' sidewalks depending on the context. Bus-only lanes will be the interior lanes. There are no bicycle facilities proposed with this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Existing right-of-way is in some locations 80'. The proposed typical roadway width will be 54' and will use innovative design options to allocate 11' for each bus-only lane, 10' travel lanes, 12' center median for bus stops or turning lanes, 6-8' sidewalks, and 4' planting space.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/improvement? 60 years
Year that Operating Increase/(Decrease) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project in conjunction with PV176 (Chicago Avenue from 38th Street to 46th Street). Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

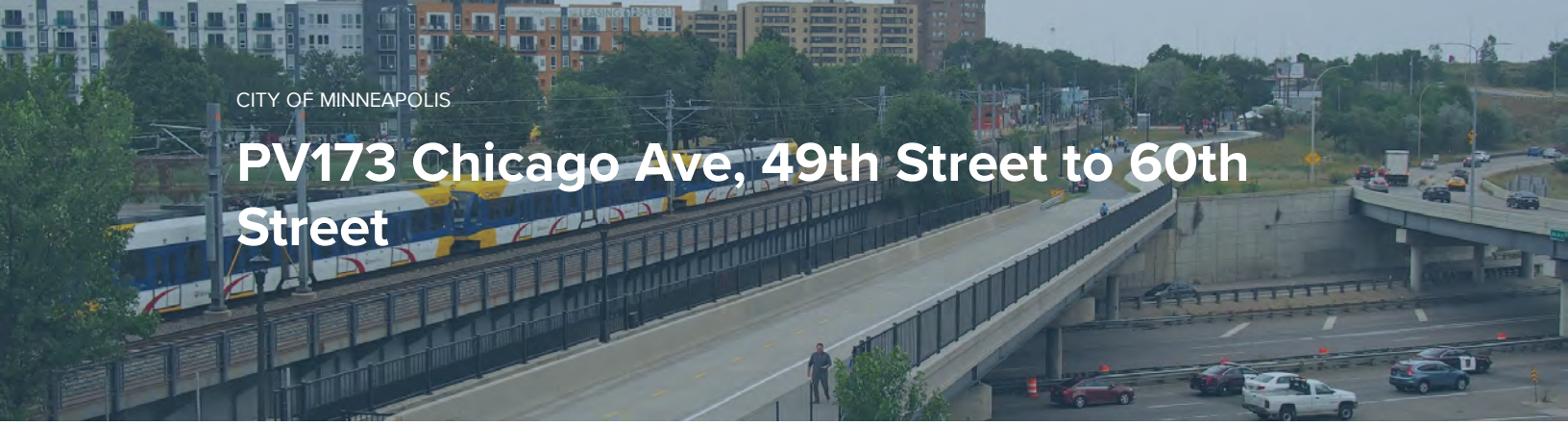
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this complete a corridor and provide significant multimodal benefits to residents, businesses, and other users.

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CITY OF MINNEAPOLIS

PV173 Chicago Ave, 49th Street to 60th Street

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 71 of 75
Contact Phone Number: 612-673-3884

Project Location:

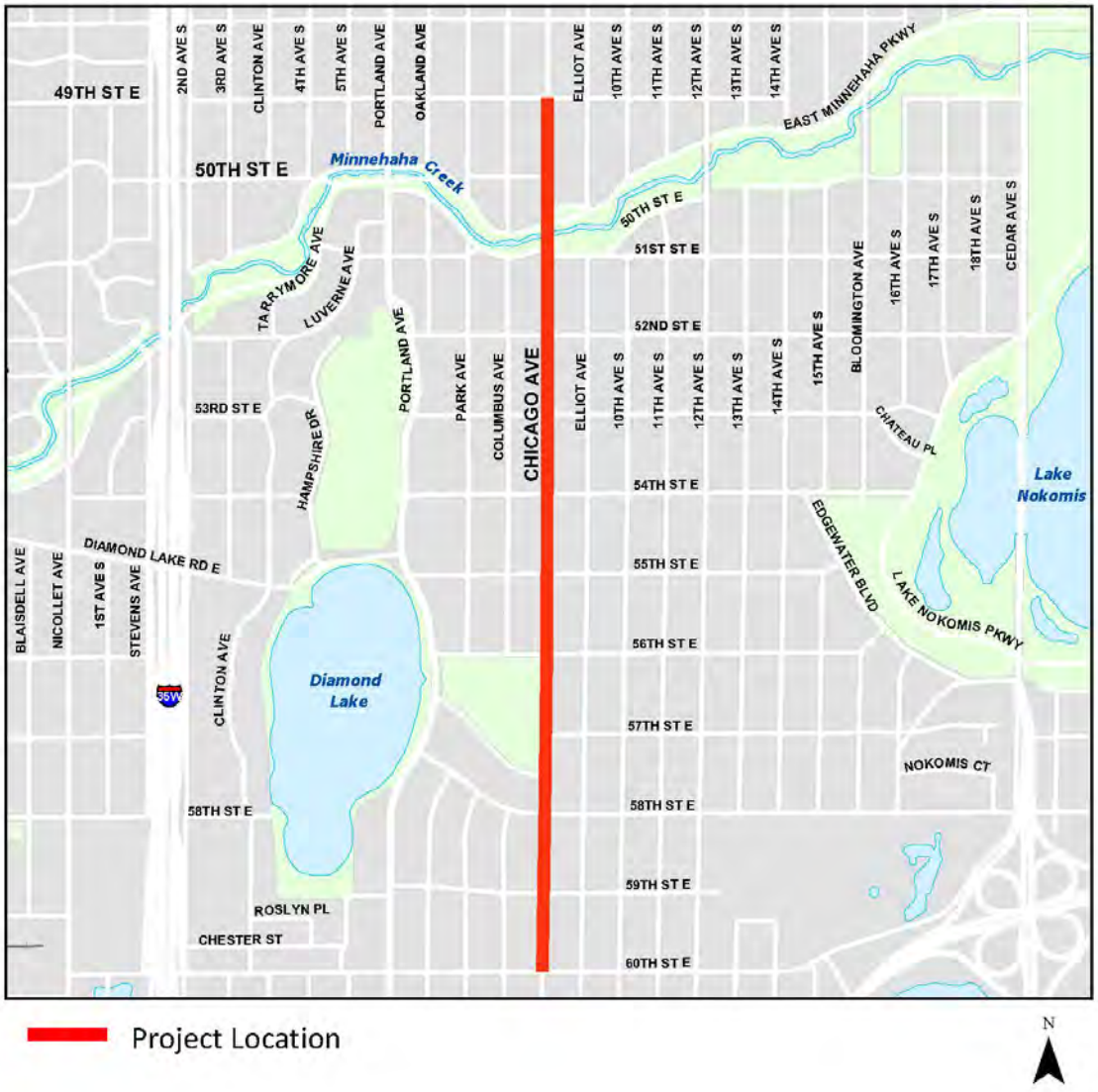
Address: Chicago Avenue
City Sector: South
Affected Neighborhoods: Field, Northrop, Page, Hale, Diamond Lake
Affected Wards: 8, 11
49th Street to 60th Street

Project Description:

The proposed project is a complete reconstruction of approximately 1.4 miles of Chicago Avenue from 49th St E to 60th St E. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the project corridor is mixed with some commercial nodes but mostly single-family housing. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, consideration of bicycle upgrades, and two travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed. This work will also ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project.

Purpose and Justification:

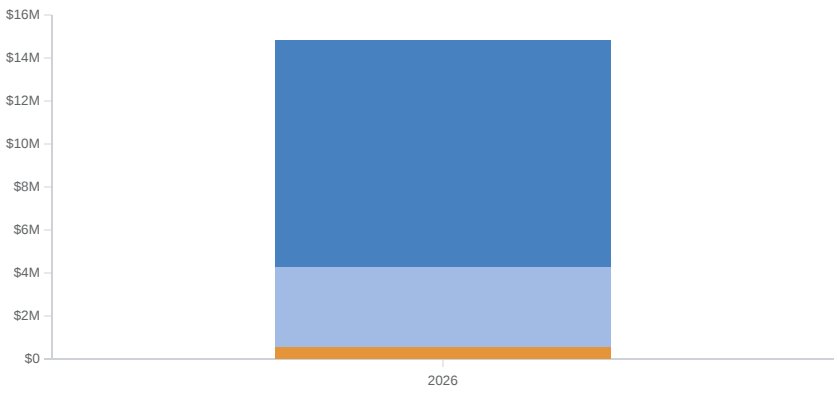
This project is intended to improve the right-of-way for all users and modes of travel. This segment of Chicago Avenue was constructed between 1957 and 1958. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, add pedestrian lighting, and implement transit advantages for Metro Transit's D-Line. Chicago Avenue serves an estimated 101 people walking and between 1,200 and 1,400 vehicles per day. Bike counts are not available for this corridor location.



Project Cost Breakdown

PV173

Updated 2 weeks ago



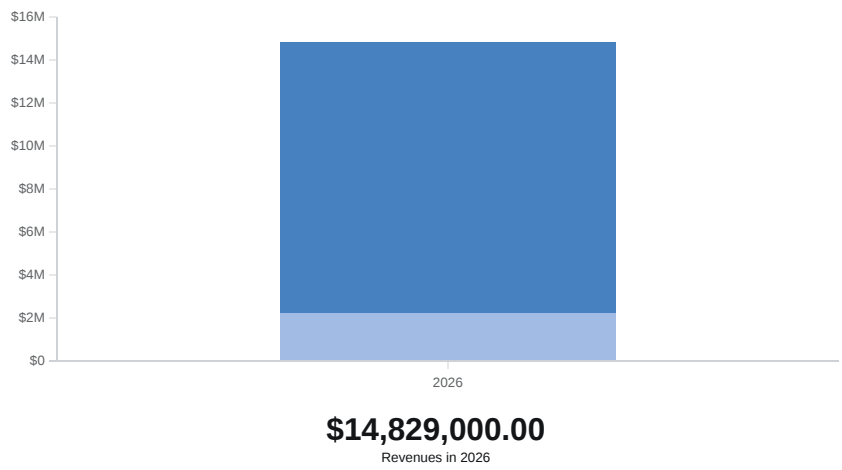
$14,829,000.00

Expenses in 2026

Department Funding Request

PV173

Updated 2 weeks ago



$14,829,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction. The City supports the development of the D Line in this corridor, with station stops at 52nd Street and 56th Street.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit local routes 5, 14, 111, and 133 run along this corridor. In addition to the express bus and local routes, the project will serve the Metro Transit's planned D-Line arterial Bus Rapid Transit project. The inclusion of bus rapid transit will provide reliable service, thus providing an incentive for people using Chicago Avenue to choose transit. Pedestrian amenities, such as new sidewalks, pedestrian lighting and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The pedestrian space will be improved with 6'-8' sidewalks depending on the context. Public Works will evaluate and consider upgrading bicycle accommodations once planning starts for this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Existing right-of-way is in some locations 80'. The proposed typical roadway width will be 50' and will provide 11' travel lanes, 10' center turn lane/median, 9' parking lanes, and 6' sidewalks.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.4 miles, the estimated annual cost to maintain this roadway is $14,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

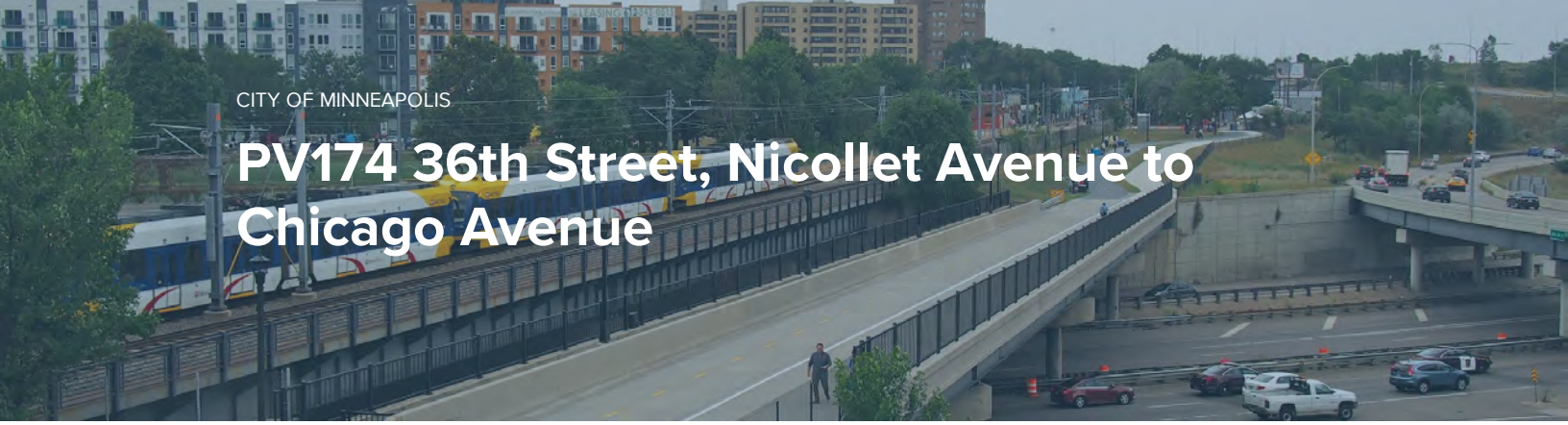
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PV174 36th Street, Nicollet Avenue to Chicago Avenue

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 72 of 75
Contact Phone Number: 612-673-3884
Website:

Project Location:

Address: 36th Street East
City Sector: Southwest, South
Affected Neighborhoods: Lyndale, Kingfield, Central
Affected Wards: 8, 9
Nicollet Ave to Chicago Ave

Project Description:

The proposed project will reconstruct approximately 0.75 miles of 36th Street E between Nicollet Avenue and Chicago Avenue. The area along the project corridor is primarily single-family housing with a mixture of apartment buildings and commercial uses at either end of the corridor. Existing conditions along the corridor include sidewalk on both sides of the street, two eastbound travel lanes, and two parking lanes. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

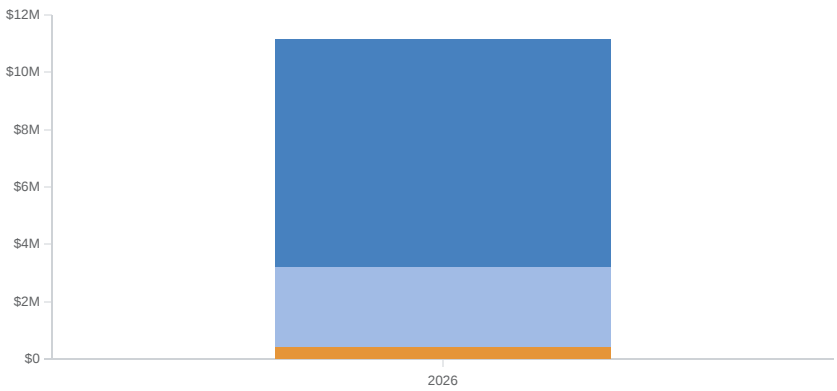
This project is intended to improve the right-of-way for all users and modes of travel. This segment of 36th Street East was built in 1963. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add bump outs, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 8,300 people driving per day.



Project Cost Breakdown

PV174

Updated 2 weeks ago



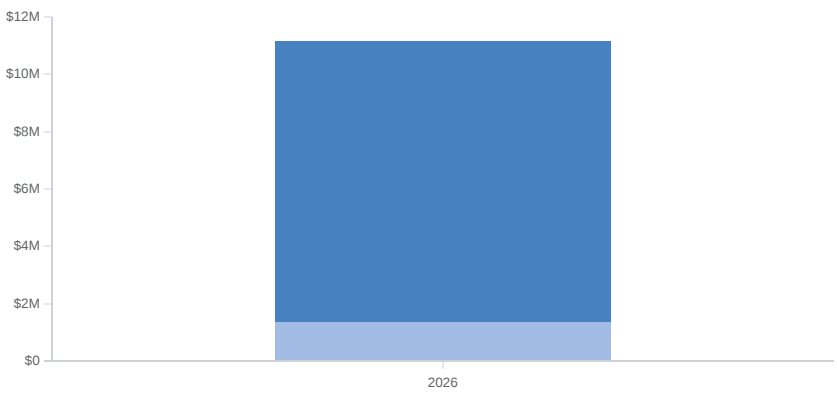
$11,148,000.00

Expenses in 2026

Department Funding Request

PV174

Updated 2 weeks ago



$11,148,000.00

Revenues in 2026

Partnerships

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

There are no transit routes on 36th Street East within project limits, but there is intersecting transit service on Nicollet Avenue, 4th Avenue South, and Chicago Avenue. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, crosswalks, bumpouts, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, the actual right-of-way of 36th Street varies from 80 feet wide (from Nicollet Ave to Portland Ave), to 66 feet (Portland Ave to Chicago Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is buffered by a narrow grass boulevard present between Nicollet and Portland Avenues, though transition to back-of-curb between Portland and Chicago Avenues. Land use adjacent to the corridor is primarily residential, with commercial uses at Nicollet and Chicago Avenues.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

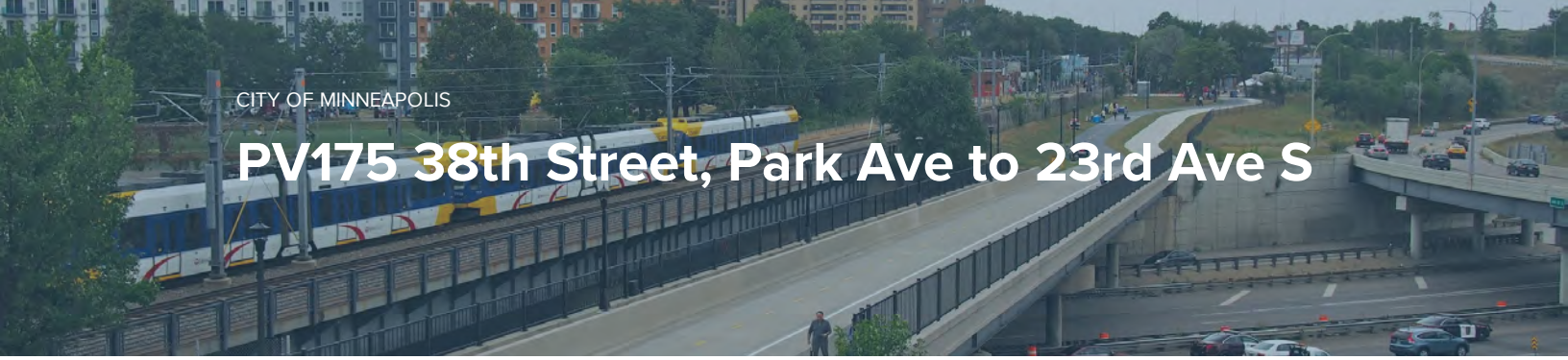
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PV175 38th Street, Park Ave to 23rd Ave S

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 71 of 73
Contact Phone Number: (612) 673-3884
Website: N/A

Project Location:

Address: 38th Street East
City Sector: South
Affected Neighborhoods: Bryant, Central, Bancroft, Powderhorn Park, Standish
Affected Wards: 8, 9, 12
Description of Location: Park Avenue to 23rd Avenue South

Project Description:

The proposed project will reconstruct approximately 1.3 miles of 38th St E between Park Ave and 23rd Ave S. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. There is a striped median with raised concrete medians between 13th and 14th Avenues S. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bumpouts, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

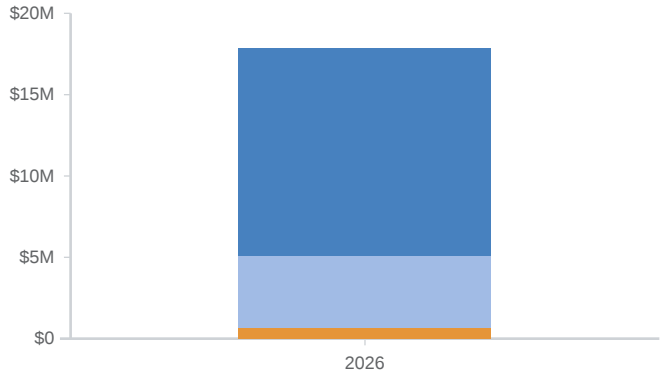
This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, and add new bicycle facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 390 to 520 people walking, 70 to 230 people biking, and between 6,250 and 8,900 people driving per day.



Project Cost Breakdown

PV175

Updated 2 weeks ago



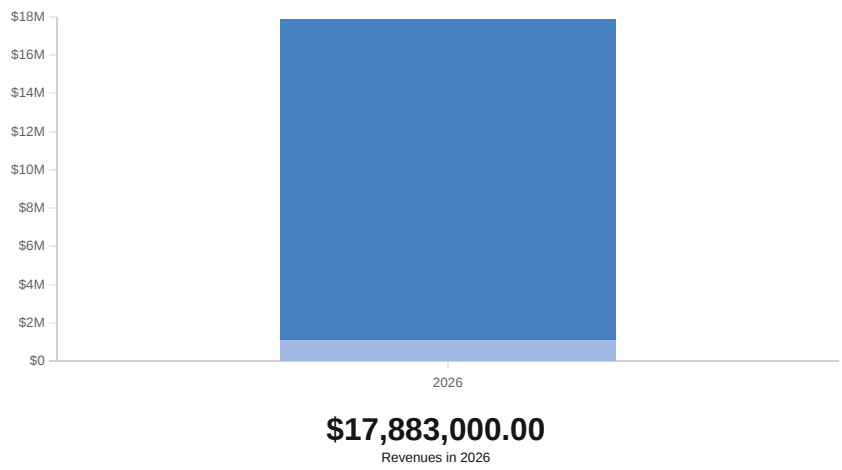
$17,883,000.00

Expenses in 2026

Department Funding Request

PV175

Updated 2 weeks ago



$17,883,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
Not applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Metro Transit regarding bus service/accommodations, and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review has not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This corridor is served by Metro Transit Route 23 throughout the project limits, by route 133 between Portland and Chicago, and by route 14 between Bloomington and Cedar. There is intersecting transit service Chicago, Bloomington, Cedar, and 23rd Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bumpouts, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The addition of new bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the actual right-of-way of 38th Street is 66 feet within project limits. Grades and encroachments typically limit utilization of the entire legal right-of-way. Sidewalk is located back of curb throughout much of the corridor, except for commercial nodes where a paved boulevard is present. Land use adjacent to the corridor is a mix of commercial/retail and residential uses.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? N/A
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.3 miles, the estimated annual cost to maintain this roadway is $13,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

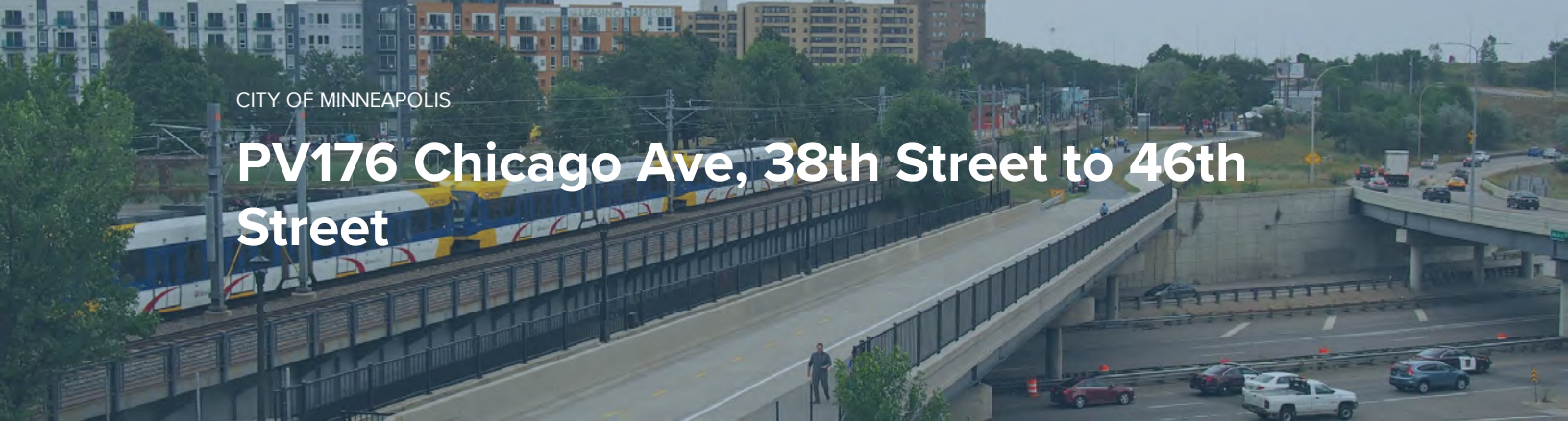
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

PV176 Chicago Ave, 38th Street to 46th Street

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: N/A
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: (74 of 75)
Contact Phone Number: (612) 673-3614
Website:

Project Location:

Address: Chicago Ave
City Sector: South
Affected Neighborhoods: Bryant, Bancroft, Regina, Northrop
Affected Wards: 8, 11
38th Street to 46th Street

Project Description:

The proposed project will reconstruct approximately 1.0 miles of Chicago Avenue South between 38th Street and 46th Street. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the project corridor is mixed with some commercial nodes but mostly single-family housing. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, consideration of bicycle upgrades, and two travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed. This work will also ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project.

Purpose and Justification:

The project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-only lanes. This corridor serves 500 pedestrians and 150 bicyclists per day and 7,140-8,700 vehicles per day.

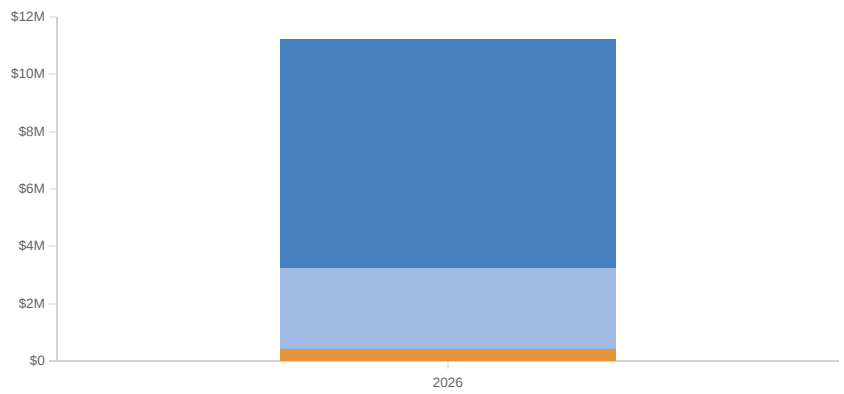
Project Location Map



Project Cost Breakdown

PV176

Updated 2 weeks ago



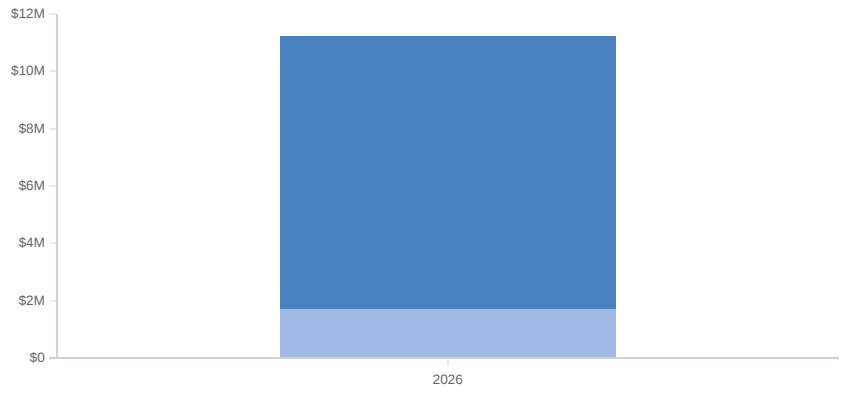
$11,223,000.00

Expenses in 2026

Department Funding Request

PV176

Updated 2 weeks ago



$11,223,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City supports the development of the D Line in this corridor, with station stops at 38th Street, 42nd Street, and 46th Street.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on June 6, 2019.

Economic Development

Will the project contribute to growth in the city's tax base?
Not applicable

Describe the economic development impact of the project:
Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.
Metro Transit local routes 5, 111, and 133 run along this corridor. In addition to the express bus and local routes, the project will serve the Metro Transit's planned D-Line arterial Bus Rapid Transit project. The inclusion of bus rapid transit will provide reliable service, thus providing an incentive for people using Chicago Avenue to choose transit. Pedestrian amenities, such as new sidewalks, pedestrian lighting and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The pedestrian space will be improved with 6'-8' sidewalks depending on the context. Bus-only lanes will be the interior lanes. There are no bicycle facilities proposed with this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Existing right-of-way is in some locations 80'. The proposed typical roadway width will be 54' and will use innovative design options to allocate 11' for each bus-only lane, 10' travel lanes, 12' center median for bus stops or turning lanes, 6-8' sidewalks, and 4' planting space.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 Years
Year that Operating Incr/(Decr) will take effect? 2026
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No
Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
N/A
If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project in conjunction with PV172 (Chicago Avenue from Lake Street to 38th Street). Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this complete a corridor and provide significant multimodal benefits to residents, businesses, and other users.

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CITY OF MINNEAPOLIS

SWK01 Defective Hazardous Sidewalks

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Larry Matsumoto
Level of Need: significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 6 of 72
Contact Phone Number: (612) 919-1148
Website: TBD

Project Location:

Address: Citywide
City Sector: citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Description of Location

Project Description:

To provide a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks. The work is done in neighborhood size areas on an approximate fifteen year cycle. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. The work performed must adhere to City of Minneapolis specifications. To provide access for persons with disabilities by installing ADA compliant pedestrian curb ramps at street corners and other locations as per Federal requirements and the City of Minneapolis ADA Transition Plan.

Purpose and Justification:

This project assures that the public sidewalks are maintained and are in good repair. Not doing this project would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits.

Project Visuals and Map:

Project Title: Defective Hazardous Sidewalks



Deteriorated Sidewalk



Broken Sidewalk



Projecting Sidewalk



Uneven Sidewalk

Minneapolis
City of Lakes

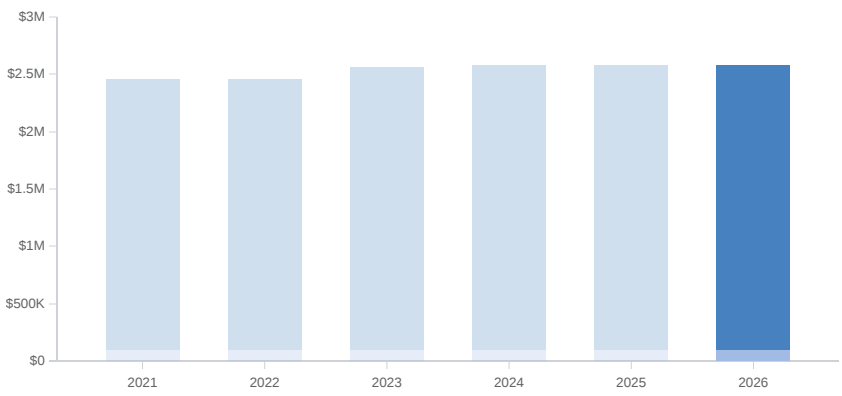
SWK01 Defective Hazardous Sidewalks
Contact: Larry Matsumoto, 612-919-1148

Project information is subject to change.

Project Cost Breakdown

SWK01

Updated 2 weeks ago



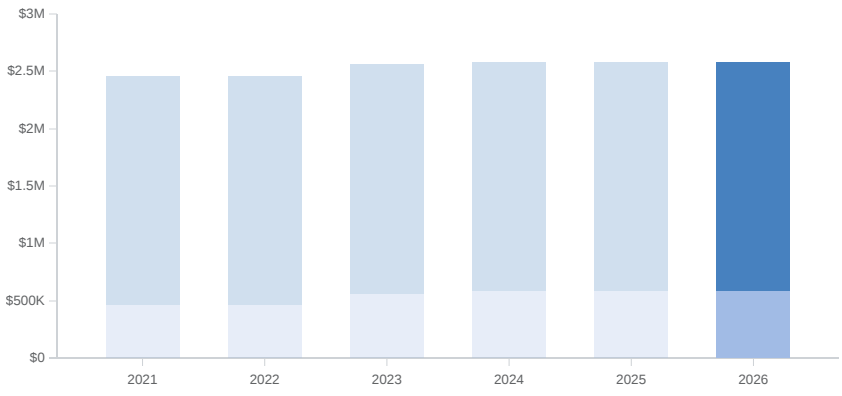
$2,580,000.00

Expenses in 2026

Department Funding Request

SWK01

Updated 2 weeks ago



$2,580,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
no.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The project is coordinated with CIP projects on the five-year plan, MPRB and Hennepin County projects, and with many private projects and developments through the Minneapolis Development Review process.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this program was completed on May 23, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not applicable

Does the project support a redevelopment opportunity that without the project would be infeasible?
Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The program will improve the pedestrian experience and improve access to transit by repairing defective or hazardous sidewalks.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the primary purpose of the program is to repair defective or hazardous sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options?
Not applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? **Existing**
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? TBD
Any Prior Year Remaining Bond Authorizations? no
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not applicable
If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
NA

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

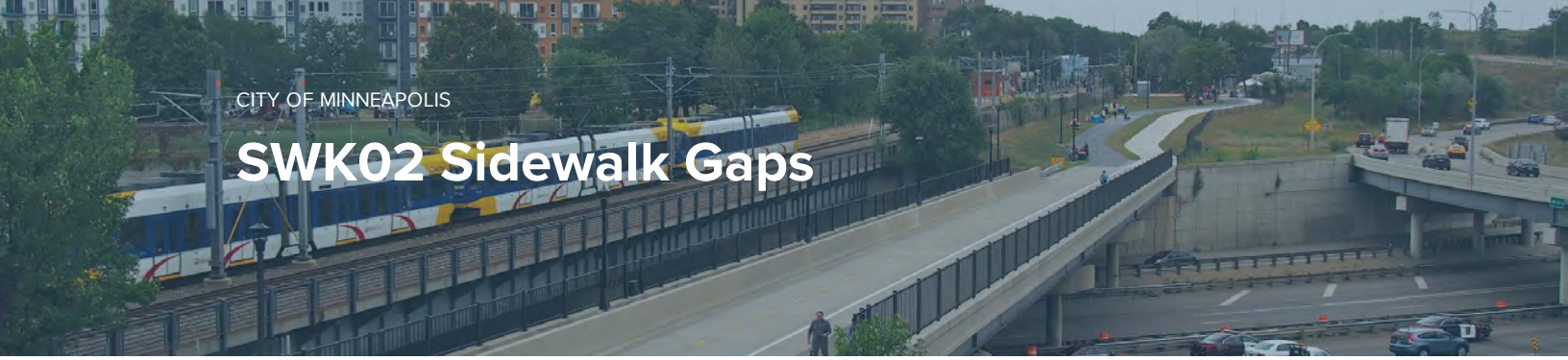
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:TBD

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

SWK02 Sidewalk Gaps

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Kelsey Fogt
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 10 of 72
Contact Phone Number: (612) 673-3885
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

The proposed program will work toward filling sidewalk gaps by installing public sidewalks where they are missing on one or both sides of the street. The 2009 Pedestrian Master Plan identifies 108 miles of sidewalk gaps. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing defective public sidewalks.

Purpose and Justification:

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy.

Sidewalk gaps often exist in places with site constraints (e.g., right-of-way, grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

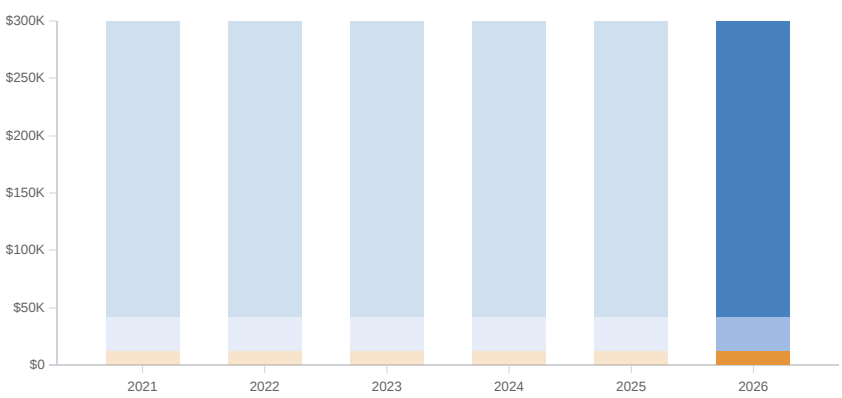
Project Visuals and Map:



Project Cost Breakdown

SWK02

Updated 2 weeks ago



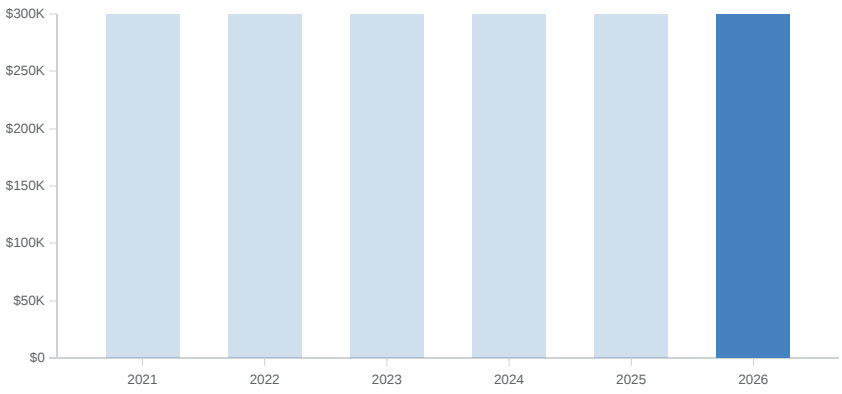
$300,000.00

Expenses in 2026

Department Funding Request

SWK02

Updated 2 weeks ago



$300,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.
Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 5/25/17.

Economic Development

Will the project contribute to growth in the city's tax base?
Not Applicable

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
The program's goal is to improve the pedestrian experience by filling gaps in the sidewalk network. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the primary purpose of the program is to construct new sidewalks where they currently do not exist.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
As a citywide program, projects will take place along a variety of street types and widths, including those with constrained right-of-way. There will be opportunities for innovation in design that will be based on the context of each project, including right of way availability, utility conflicts, and varying grades.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The proposal has no effect on annual operating/maintenance costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
New sidewalks will be inspected for repair or replacement by the Sidewalk Inspection office in accordance with normal City practices. Funds for the operation of the Sidewalk Inspection office are provided by:
1. Sidewalk Construction Permit fees paid by contractors
2. Administrative fees paid by property owners when they are notified by the Sidewalk Inspections office and are required by ordinance to repair public sidewalk defects, or, when they request to use the City hired sidewalk contractor to make needed repairs to defective public sidewalk
3. Administrative fees paid by other City of Minneapolis departments when the sidewalk portion of their project work is constructed by the City hired sidewalk contractor.

The cost of maintenance of the public sidewalks is required by ordinance (City of Minneapolis Code of Ordinance 427.90) to be paid for by the adjacent property owner.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Projects funded through this program are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

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Prioritize safety investments in line with the Complete Streets Policy.

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Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

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Improve the tree canopy and urban forest.

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Built Environment & Transportation:

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Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

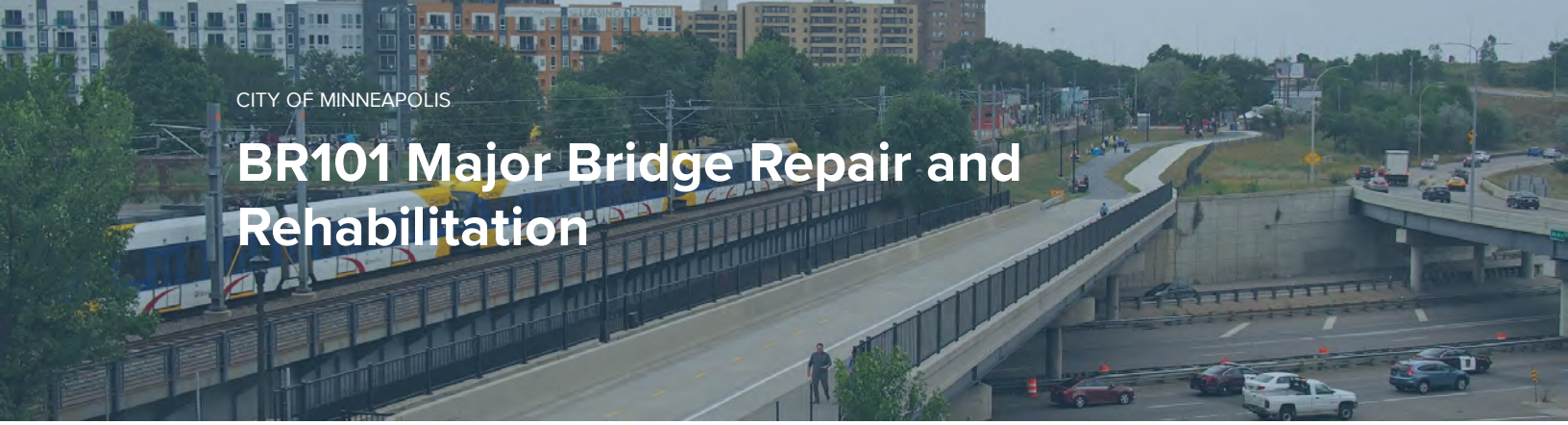
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one work toward completing a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

BR101 Major Bridge Repair and Rehabilitation

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Tracy Lindgren
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 2 of 72
Contact Phone Number: (612) 290-5898
Website: TBD

Project Location:

Address: Various locations throughout the city.
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All

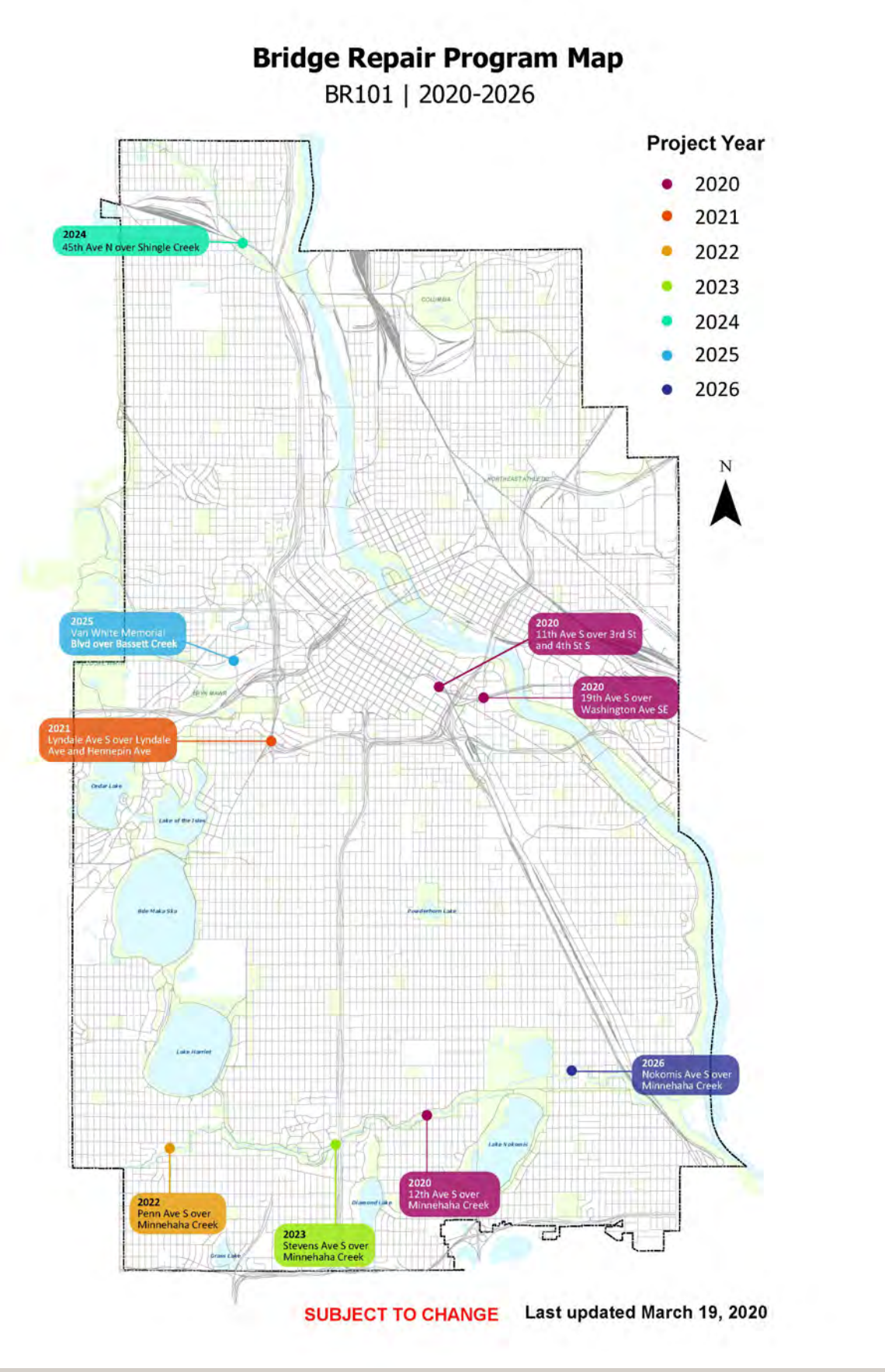
Project Description:

This program encompasses the rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Typical methods utilized include mill and low slump overlays of bridge decks, concrete deck repairs, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, repairs on delaminated concrete on the structure, pavement striping, and painting of steel beams to extend their longevity.

Purpose and Justification:

These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the City's bridge inventory through major repair and rehabilitation is realized through this program.

Project Visuals and Map:



Project Title: Major Bridge Repair & Rehabilitation





Example of damage to bridge infrastructure





Bridge repair and rehabilitation underway

The results of rehabilitation on a major bridge



Minneapolis
City of Lakes

BR101 Major Bridge Repair & Rehabilitation

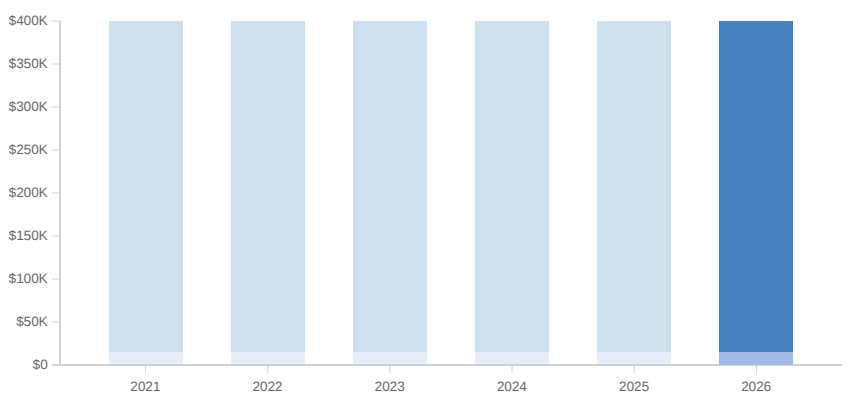
Contact: Tracy Lindgren, 612-290-5898

Project information is subject to change.

Project Cost Breakdown

BR101

Updated 2 weeks ago



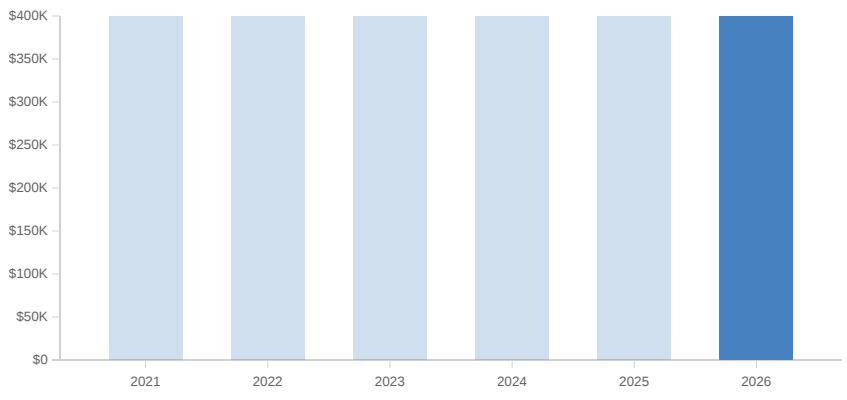
$400,000.00

Expenses in 2026

Department Funding Request

BR101

Updated 2 weeks ago



$400,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on April 23, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Not Applicable

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 20 Years
Year that Operating Incr/(Decr) will take effect? 2020
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $299,170

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Cost impacts represent an analysis of “Routine Bridge Maintenance” expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The size and scope of the work can be adjusted to utilize available funds.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

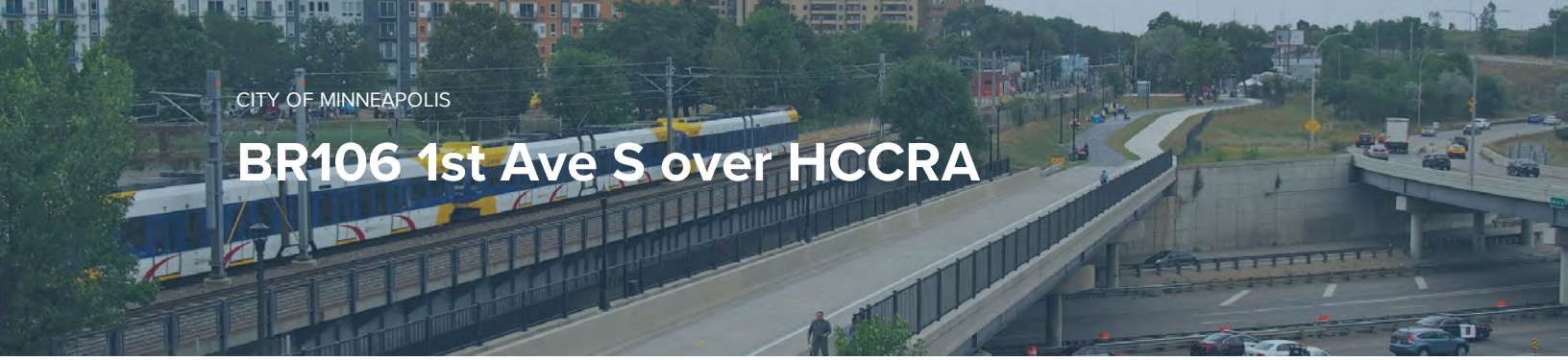
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The proposed funding level will allow for major repair and rehabilitation work that was beyond the scope of annual maintenance funding. This program allows for system-wide bridge deck major repairs to be undertaken, as well as major repair and rehabilitation of bridge piers, columns, sidewalks, and railings. These benefits will be realized at a later date when reductions of “Bridge Sufficiency Ratings” are minimized. This program allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City’s bridges.

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CITY OF MINNEAPOLIS

BR106 1st Ave S over HCCRA

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant
Estimated Project Completion Date: 11/30/2026
Department Priority: 45 of 72
Contact Phone Number: (612) 673-3527
Website: TBD

Project Location:

Address: 1st Ave S Bridge
City Sector: Southwest
Affected Neighborhoods: Whittier
Affected Wards: 10
Bridge over the Midtown Greenway

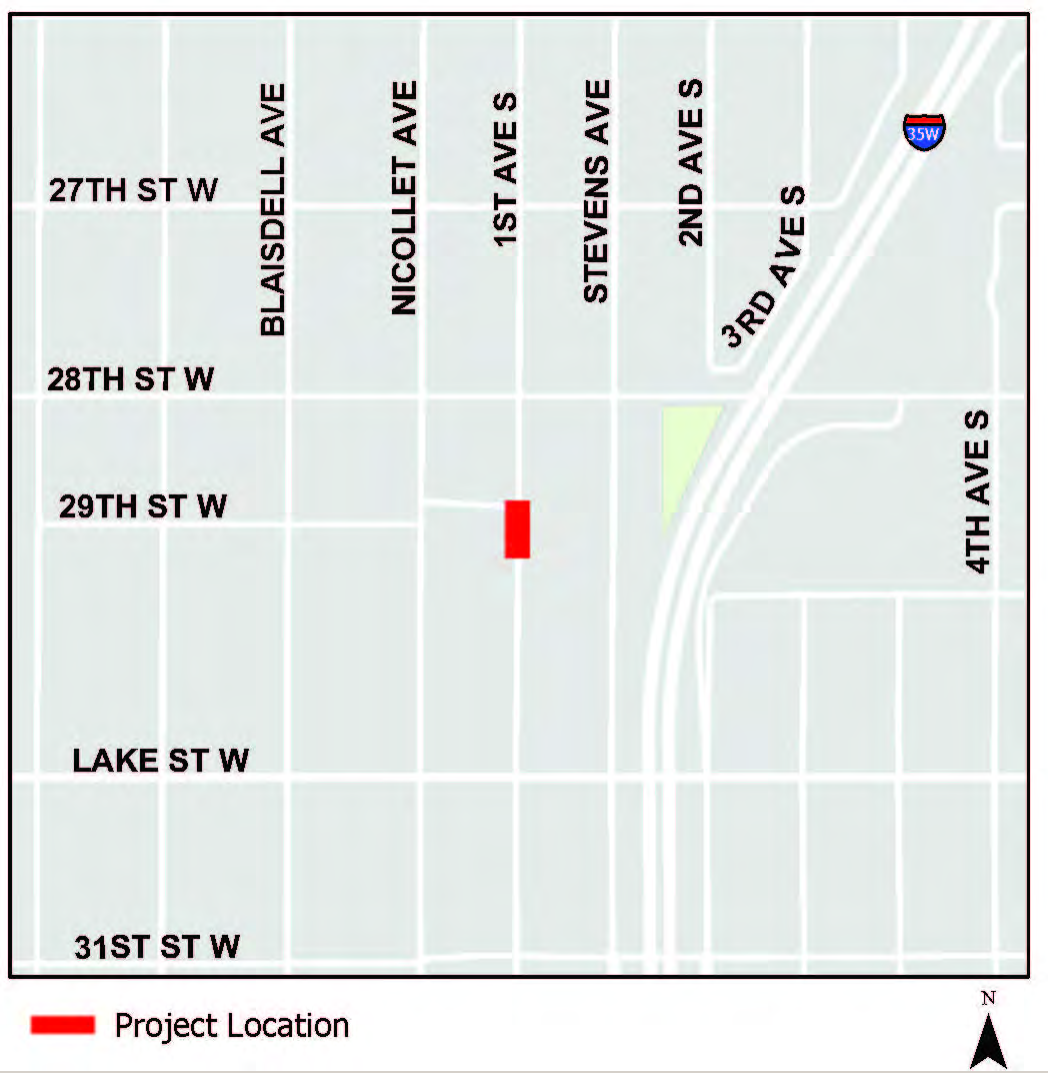
Project Description:

This project proposes the replacement of the 1st Avenue South Bridge (Municipal State Aid Route #190) over the Midtown Greenway Corridor. The existing bridge is a three span cast-in-place concrete tee-beam structure built in 1914. The bridge carries approximately 520 pedestrians , 260 bicyclists and 7,000 vehicles per day, including passenger vehicles, trucks and buses.

Purpose and Justification:

The 1st Avenue South Bridge is nearing the end of its useful life and needs to be replaced. The existing bridge has a current Sufficiency Rating of 28.6. Bridges are rated during regular inspections from 0 to 100. Any bridge with a Sufficiency Rating below 50 is considered deficient and should be replaced. Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” 1st Ave S Bridge rates in the poor category.

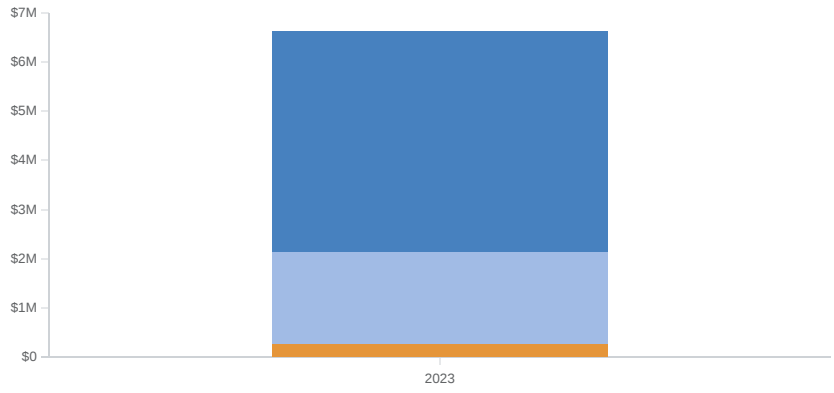
Project Visuals and Map:



Project Cost Breakdown

BR106

Updated 2 weeks ago



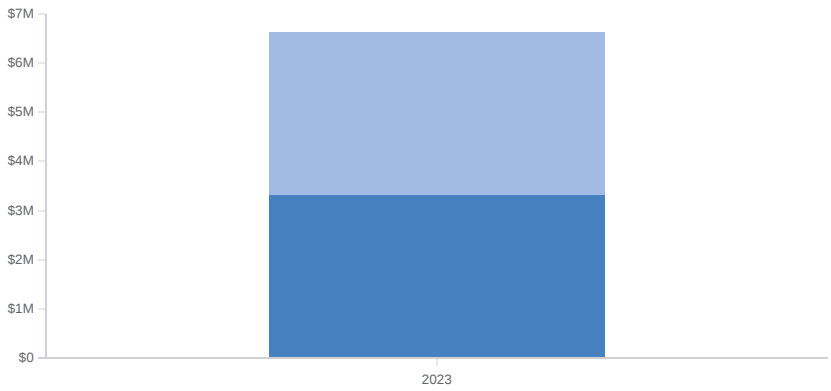
$6,640,000.00

Expenses in 2023

Department Funding Request

BR106

Updated 2 weeks ago



$6,640,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
If yes, please include grant source and amount -
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Non-city funding has not been secured; however, Public Works is seeking funding from other outside sources, including MnDOT and Hennepin County.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The design of this project will be completed in collaboration with MnDOT State Aid, the State Historic Preservation Office (SHPO), and the Hennepin County Regional Railroad Authority (HCRRA).
HCRRA is the owner the Midtown Railroad corridor (also known as the Midtown Greenway), including the majority of bridges crossing the corridor.
SHPO will be involved because the entire Midtown Railroad Corridor is a historic resource.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains the existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the project is located on an existing high frequency transit route. Route 18, a high frequency route that runs between Richfield and downtown Minneapolis, uses the project bridge crossing. Replacement of the bridge will ensure continued transit
connectivity along this route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, improved sidewalks, providing ADA compliant curb ramps and a protected bikeway are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 75 Years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? ($5,250)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in poor condition is $5,250, which is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
The design features of the reconstruction work will maintain the historical character of the Midtown Greenway Corridor Historic District which is a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, Federal Government, CPED, HCRRA and the State Historic Preservation Office

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CITY OF MINNEAPOLIS

BR127 Nicollet Ave over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2024
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant
Estimated Project Completion Date: 11/30/2025
Department Priority: 24 of 72
Contact Phone Number: (612) 673-3527
Website: TBD

Project Location:

Address: Nicollet Ave
City Sector: Southwest
Affected Neighborhoods: Tangletown
Affected Wards: 11
bridge over Minnehaha Parkway and Minnehaha Creek

Project Description:

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

Purpose and Justification:

The existing bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The existing Bridge rates “fair” in this category which requires major rehabilitation work.

The expansion joints at each of the arch spans are the primary cause of structural distress. Moisture and salts are penetrating these joints and causing significant chloride contamination of the concrete superstructure. These joints should be replaced with new waterproof expansion joints.

Concrete delamination is evident throughout the superstructure and areas may pose a threat to loose and broken concrete falling. All areas of concrete delamination should be removed, the underlying surfaces repaired, and the concrete replaced. In addition, all damaged concrete pier caps at joint locations should be removed and replaced. Concrete deck replacement or concrete overlay may also be needed.

Project Visuals and Map:

Project Title: Nicollet Ave Bridge over Minnehaha Creek











Minneapolis
City of Lakes

BR127 Nicollet Ave Bridge over Minnehaha Creek

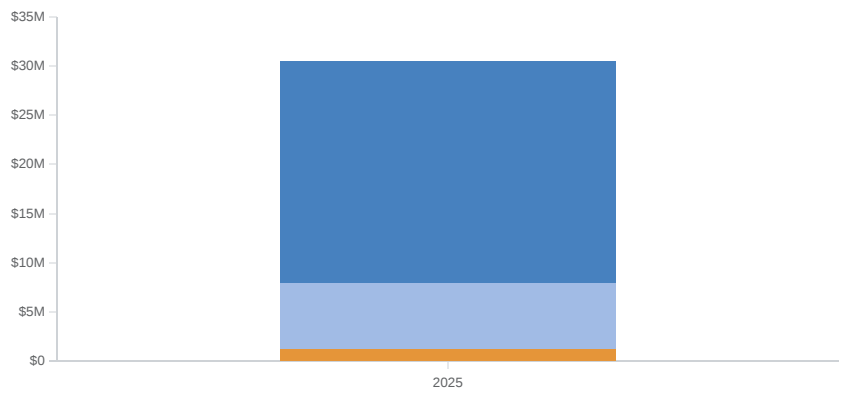
Contact: Meseret Wolana, 612-673-3527

Project information is subject to change.

Project Cost Breakdown

BR127

Updated 2 weeks ago



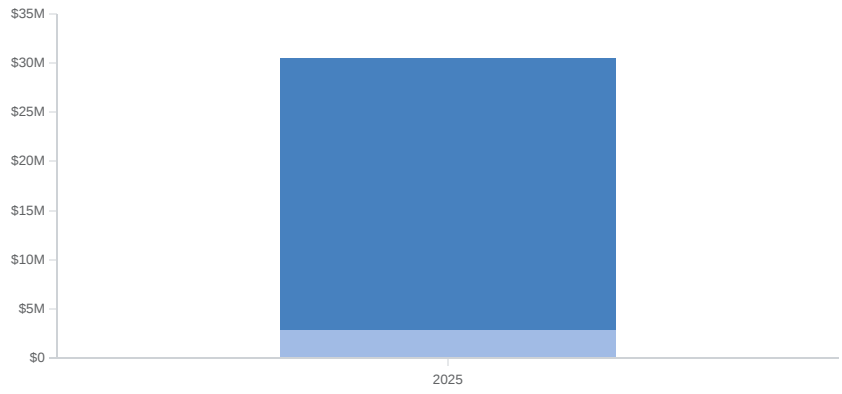
$30,490,000.00

Expenses in 2025

Department Funding Request

BR127

Updated 2 weeks ago



$30,490,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants have been secured at this time, but the City has and will continue to actively pursue federal funding through Metropolitan Council's Regional Solicitation.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project will be coordinated with MnDOT State Aid, the Minneapolis Park and Recreation Board, Metro Transit, and neighborhood groups.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. D

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, Nicollet Avenue South is served by Metro Transit Bus route 18. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project proposes to improve the sidewalks and bridge railings

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 35 Years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? ($45,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
This project requires MnDOT State Aid review and approval and design needs to begin 3 years prior to construction

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates beginning preliminary design and public involvement in 2021 or earlier, completing a design in 2023 and reconstruction in 2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The scalability may be limited by the requirements of potential outside funding and overall scope of work needed to address deterioration.

Minneapolis Goals and Strategic Direction

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Below is a description of how this project meets each of the City's Goals.
Environmental Justice
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city’s transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity.

The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Public Safety
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.
Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

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Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

BR133 Cedar Lake Road Bridge over BNSF Railroad

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Ole Mersinger
Level of Need: Significant
Estimated Project Completion Date: 11/30/2021
Department Priority: 28 of 72
Contact Phone Number: (612) 673-3527
Website: TBD

Project Location:

Address: Cedar Lake Road
City Sector: North
Affected Neighborhoods: Bryn-Mawr, Harrison
Affected Wards: 5,7
Morgan Ave S to Chestnut Ave W

Project Description:

This project proposes to replace Cedar Lake Road Bridge (MSA route 406) which cross the BNSF railroad tracks

Purpose and Justification:

The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 65.1. This bridge is owned by the BNSF railroad. The City is responsible for bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.”
The Cedar Lake Bridge over BNSF rates “Fair”, this structure has a timber piling which requires a major maintenance to extend the life of the Bride and it is prudent to replace the whole structure and able to accommodate potential non-motorized use.

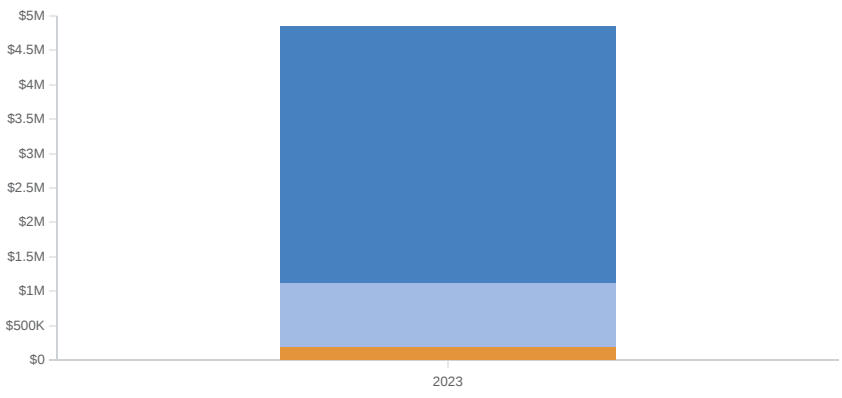
Project Visuals and Map:



Project Cost Breakdown

BR133

Updated 2 weeks ago



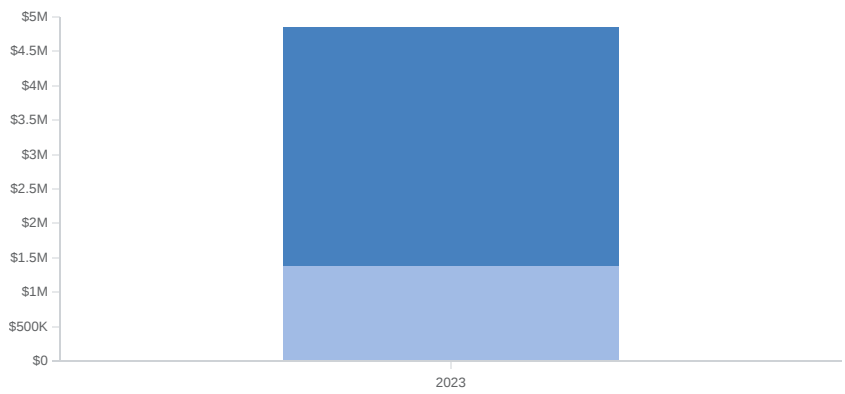
$4,860,000.00

Expenses in 2023

Department Funding Request

BR133

Updated 2 weeks ago



$4,860,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured? No
If yes, please include grant source and amount

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Include details here.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project Partners include BNSF Railway (owner ofthe bridge), CR Rail who operates underneath another bridge, and Minneapolis Park and Recreation Board who owns and maintains a recreational trail. Bassett Creek Watershed District is another Project Partner as is Minnesota Department of Transportation.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review has not yet been completed for this project.

Location and Design Review has not yet been completed for this project.

Will the project contribute to growth in the city's tax base? Include detail here.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Cedar Lake Road is not served by Metro Transit.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The bridge currently accommodates all modes of travel (bicycle, pedestrian and vehicular). Sidewalks and bike lanes will be expanded to the amount practical without modifying the substructure.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Temporary right-of-way may be necessary for construction. The project will accommodate all modes of travel upon the bridge.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 35 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? ($1,500)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. The operating cost impacts were determined based on the average maintenance cost of the last three years.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility when the project can be completed.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

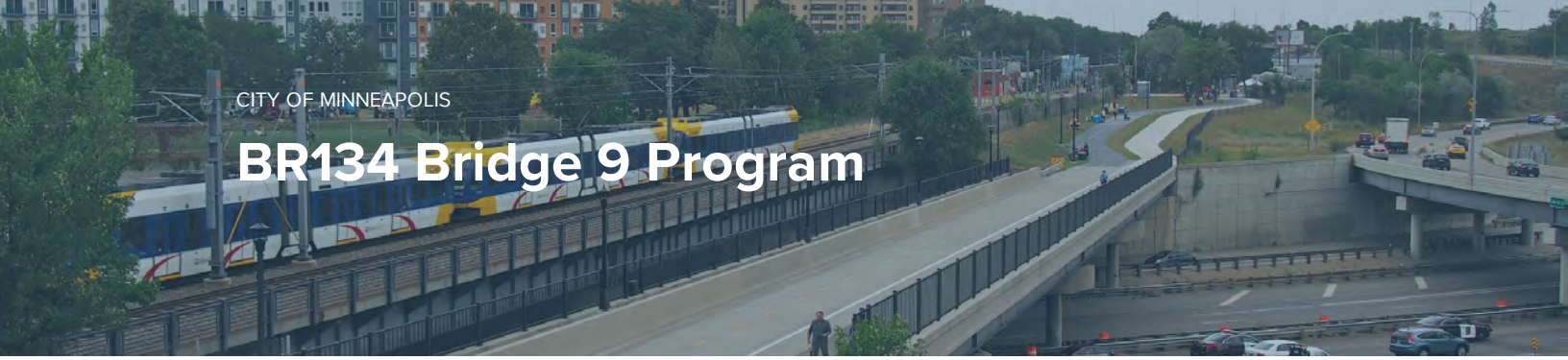
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

BR134 Bridge 9 Program

Project Details:

Project Start Date: 4/15/2019
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Ole Mersinger
Level of Need: Important
Estimated Project Completion Date: 11/15/2023
Department Priority: 25 of 72
Contact Phone Number: (612) 673-3537
Website: TBD

Project Location:

Address: Bridge 9 Program
City Sector: Downtown East
Affected Neighborhoods: Cedar Riverside and University
Affected Wards: 2
West River Pkwy in the downtown side and East River Pkwy over the Mississippi River by the University of Minnesota

Project Description:

Bridge No. 9 was constructed in 1922 by the Northern Pacific Railroad to carry freight railroad tracks over the Mississippi River. Portions of a preceding structure, constructed in the late 1800's, were used for the 1922 replacement. This bridge is commonly known as Bridge No. 9, based on its Northern Pacific Railroad nomenclature.

Following acquisition of the bridge by the City of Minneapolis in 1986 and conversion to pedestrian use in 1999, the bridge currently provides a Mississippi River crossing for the Minneapolis bicycle trail system adjacent to the University of Minnesota East and West Bank campuses. This bridge connects the Bluff Street Trail to the Dinkytown Greenway, serving connections between downtown Minneapolis to the University of Minnesota. Estimated daily trips (EDT) for 2017 were 1,370 for bicyclists and 810 for pedestrians.

In 1994, Bridge No. 9 was determined to be eligible for the National Register of Historic Places under Criterion A as a Community Planning and Development project that that has made a significant contribution to the broad patterns of Minneapolis history.

The main spans are two 245-foot deck trusses. Three curved, riveted, steel plate girder approach spans are located on the west side and two steel, riveted plate girder approach spans are located on the east side. The total length of the bridge is 952 feet. The deck width is 27 feet at the two truss spans (Span 3 and Span 4). The east approach spans (Span 1 and Span2) and the west approach spans (Span 5, Span 6 and Span7) have a 30-foot deck width. The two truss spans were originally constructed with an open tie deck. The ties were replaced with a concrete deck when the pedestrian conversion was completed in 1999. The original ballast deck approach spans on both sides remained with bituminous pavement replacing the rail and ballast.

Purpose and Justification:

In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.
Encasements of Pier 7 and Pier 2; Abutment 1 bridge seat reconstruction and rock stabilization are considered priority 1 in year 2019.

Project Visuals and Map:

Project Title: Bridge No. 9 Program







Minneapolis
City of Lakes

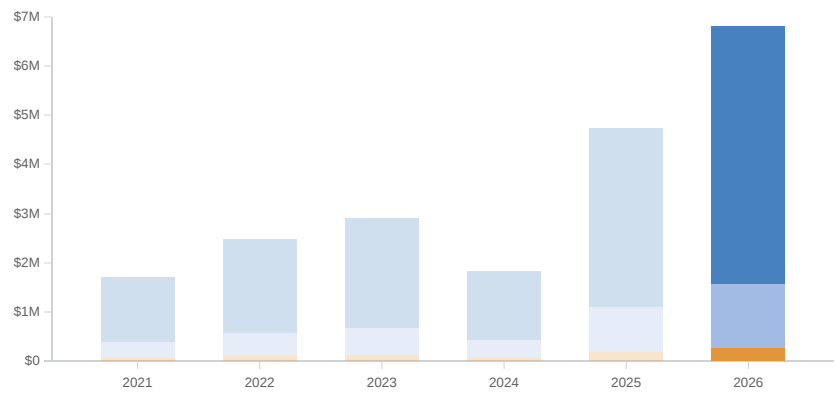
BR134 Bridge No. 9 Program
Contact: Jack Yuzna, 612-673-3527

Project information is subject to change.

Project Cost Breakdown

BR134

Updated 2 weeks ago



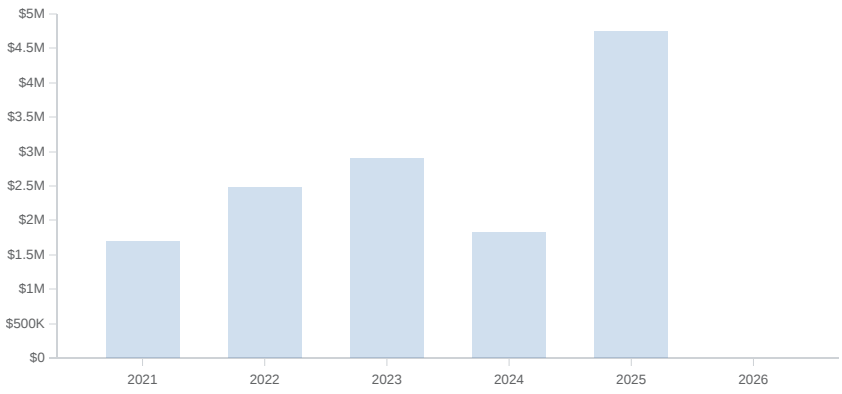
$6,820,000.00

Expenses in 2026

Department Funding Request

BR134

Updated 2 weeks ago



$6,820.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project will be coordinated with the University of Minnesota and Minneapolis Park and Recreation Board.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 23, 2014. The project was found consistent with the City's comprehensive plan.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No, Bridge # 9 is not on an existing or planned transitway, transit route. It is a high-volume non-motorized river crossing bridge.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Bridge #9 has provided a significant bicycle and pedestrian connection between Downtown and the University of Minnesota. Pedestrian and bicyclists will benefit from the preservation of this crucial Mississippi River crossing. The City's off-street trail facility over the Mississippi River provides a convenient and attractive alternative for local residents and University of Minnesota students and employees to travel between the Cedar Riverside Neighborhood on the West Bank to the U of M in the East Bank.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No the right-of-way is not constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes..

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project? ($4,500)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This project requires major rehabilitation and it is not economical for city maintenance crew to perform rehabilitation work. The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates beginning preliminary design and public involvement in 2018, completing a final design in 2018 and construction in 2019.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The scalability may be limited by the requirements of potential outside funding.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Environmental Justice
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city’s transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity.

The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Public Safety
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.
Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

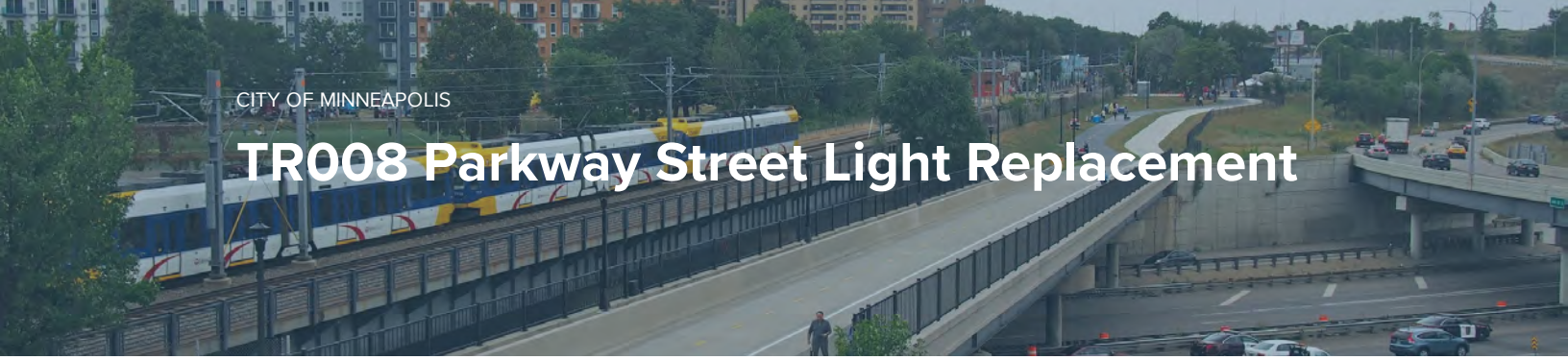
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

TR008 Parkway Street Light Replacement

Project Detail:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Joe Laurin
Level of Need: Important
Estimated Project Completion Date: 12/30/2026
Department Priority: 17 of 57
Contact Phone Number: (612) 673-5987
Website: TBD

Project Location:

Address: Parkway Street Light Replacement
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City

Project Description:

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. All poles installed after 2015 will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 40-45 poles can be fully replaced each year. There are approximately 700 poles remaining to be replaced. Funding may be enhanced and the replacement schedule accelerated should additional funding materialize.

Purpose and Justification:

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast enough rate to catch up on deferred maintenance. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

Project Visuals and Maps:

Project Title: Parkway Street Lighting Replacement



Minneapolis
City of Lakes

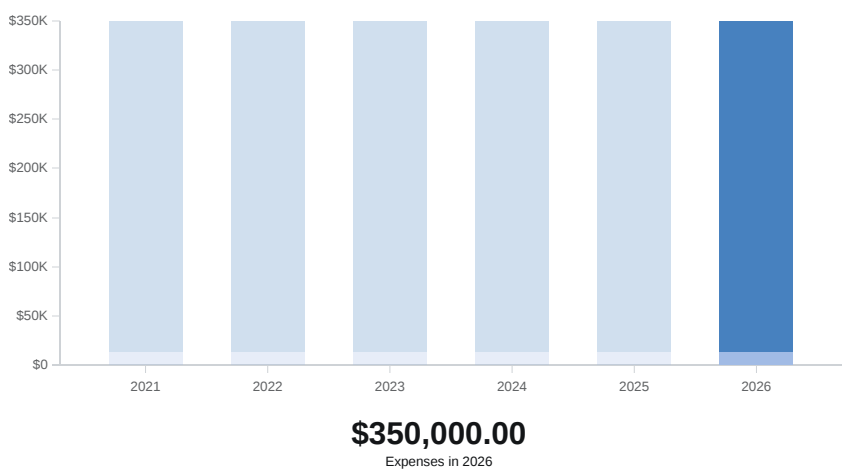
TR008 Parkway Street Lighting Replacements
Contact: Joe Laurin, 612-673-5987

Project information is subject to change.

Project Cost Breakdown

TR008

Updated 2 weeks ago



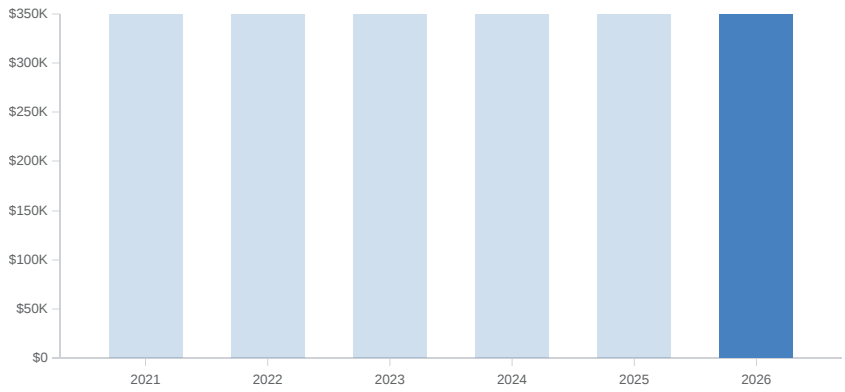
$350,000.00

Expenses in 2026

Department Funding Request

TR008

Updated 2 weeks ago



$350,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has repeatedly applied for Minnesota Bonding Money. To date, the City has received funding for Victory Memorial Drive lights, which were installed in 2010. The City and the Park Board have been working to combine the net debt bond funds with other sources to expedite the replacement of the remaining obsolete poles. The Park Board committed almost $1.5 million in capital and other funds for 2012 Parkway lighting replacement, but in recent years, the funding has fluctuated with some years receiving no additional Park Board funds. The Park Board funds are in addition to the City net debt bond contribution. Any funding cuts act to delay the completion of the overall system replacement.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Public Works coordinates as much as possible with the Park Board on National Scenic Byway and trail projects that may provide a source of additional revenue/matching dollars and coordinate project timelines to maximize efficiency.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, in some cases. Lighting will help make those corridors safer by making pedestrians more visible at night.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 35 Years
Year that Operating Incr/(Decr) will take effect? Year 1
What is the estimated annual operating cost increase or (decrease) for this project? ($11,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
It's estimated that personnel cost would be reduced by $4,500 and equipment rental by $1,500. As LED lights are installed savings of $100 in maintenance and $25 in electricity per fixture can be anticipated. At 40 poles and fixtures replaced per year the annual energy and maintenance savings cost is $5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Money spent now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Lighting replacement is scalable as it is a one for one pole replacement.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project will allow for the existing parkway lighting to be upgraded. The electrical cost of much of the existing system is based on a flat-rate per light. This project installs electrical meters and will more accurately reflect true usage. The quality of lighting will improve and the lighting will be focused down, and along the parkway, instead of upward. LED lighting will be included on years 2015 and beyond. Lights replaced previously will require the fixtures upgraded over time.

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CITY OF MINNEAPOLIS

TR010 Traffic Management Systems

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Allan Klugman
Level of Need: Significant
Estimated Project Completion Date: 12/30/2026
Department Priority: 16 of 57
Contact Phone Number: (612) 673-2743
Website: TBD

Project Location:

Address: Traffic Management Systems
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

The goal of this program is to increase mobility and safety for people who walk, bike, take transit, and drive throughout the City. This is accomplished by improving the infrastructure and devices in the field that City staff use to monitor and manage traffic operations at the City's Traffic Management Center (TMC). The main focus of projects is to upgrade and expand the existing communication links from traffic signals back to the TMC which will achieve higher bandwidth and increase reliability.

Purpose and Justification:

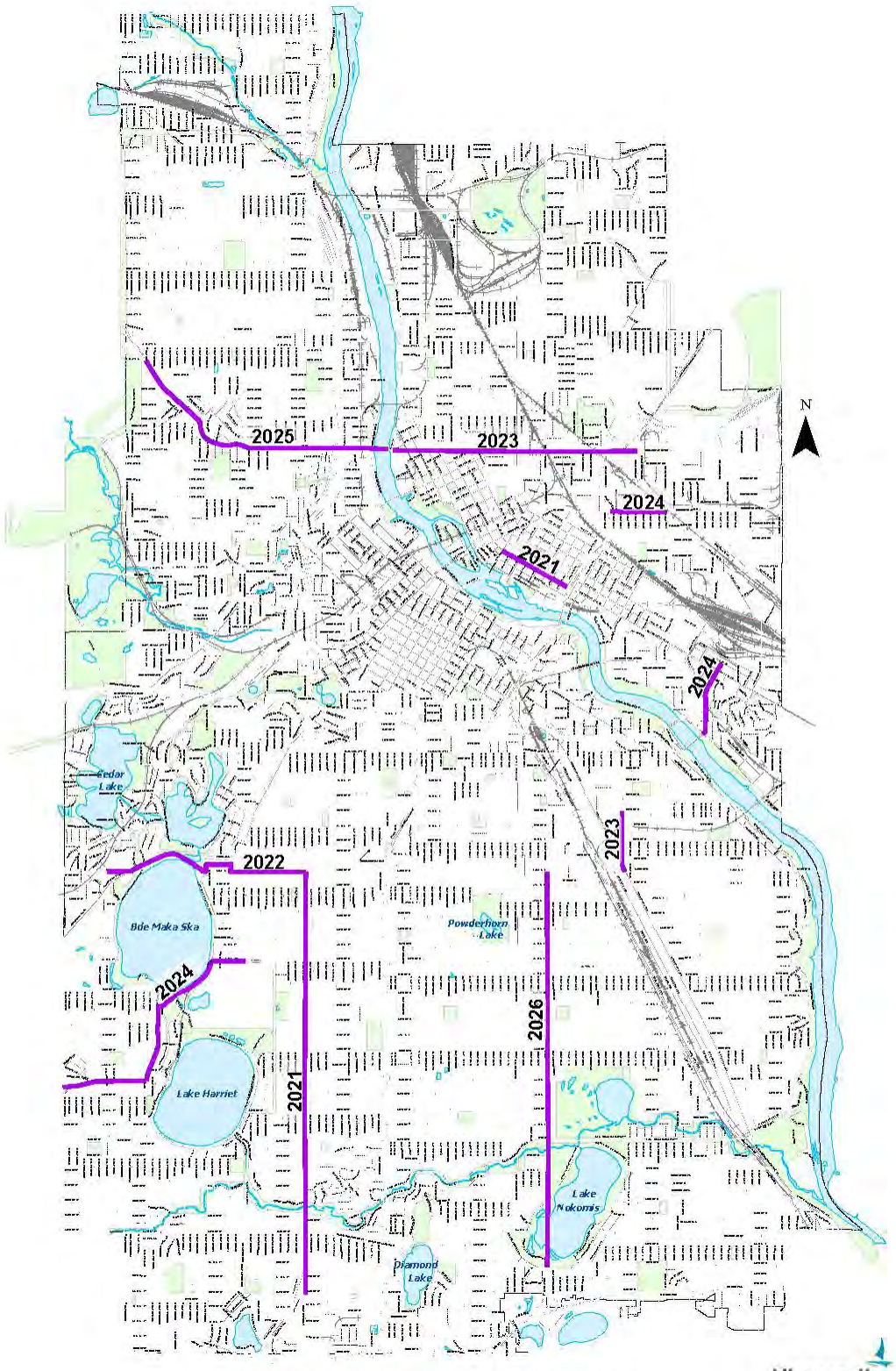
Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates over 800 traffic signals and approximately 15 are not connected to the City's TMC. Part of this program's focus is to install communication links to traffic signals not currently connected to the City's TMC. Depending on the bandwidth demands and site conditions, city staff will install either fiber optic cable or radio communication devices.

As connected vehicles and other smart technology emerge, it is anticipated that more devices will need to be implemented in the field. Larger signal cabinets will be needed to operate all the new technology and more data will need to be sent via the communication network.

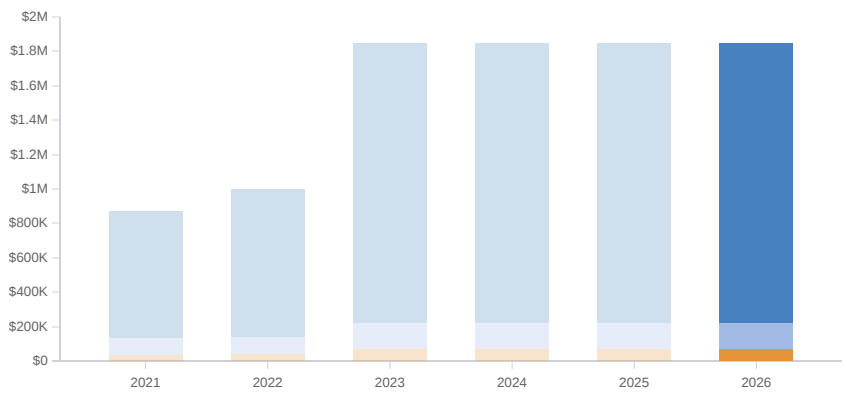
Write a title for the content below



Project Cost Breakdown

TR010

Updated 2 weeks ago



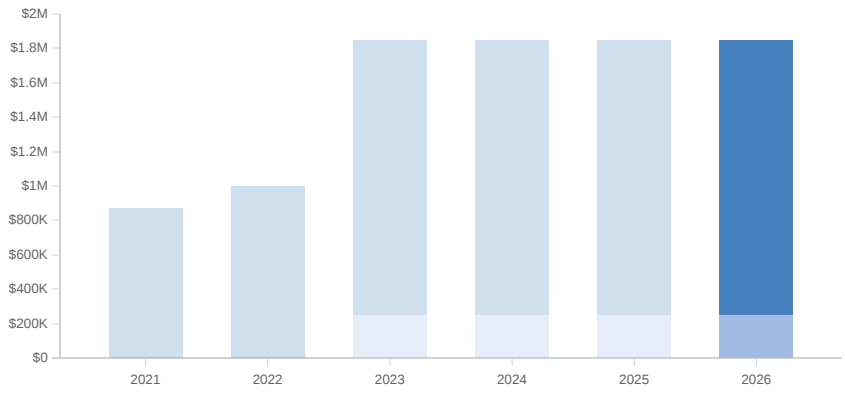
$1,850,000.00

Expenses in 2026

Department Funding Request

TR010

Updated 2 weeks ago



$1,850,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
In addition to the City's communication needs for the traffic signal systems, Hennepin County is implementing communication paths to its facilities in Minneapolis. The City and County have successfully partnered on a similar project in 2015/2016 that benefitted both agencies. Initial conversations with the County have indicated that they will participate in the costs for these proposed projects.

Currently there is no federal funding for these projects. City staff will explore applying for future federal funds through Met Council's Regional Solicitation grant process.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Hennepin County will be contributing money towards the design and construction of the proposed projects.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Both
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? NA
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The new communication links require about the same operating and maintenance costs as the existing network.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
A communication project was delayed to better align with the C-line BRT project along Penn Ave N to be completed in 2019.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility to increase the amount of funding for each year, which would help cover unexpected costs. A reduction in funding could reduce or delay improvements to several areas of the City.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
DOES NOT APPLY

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

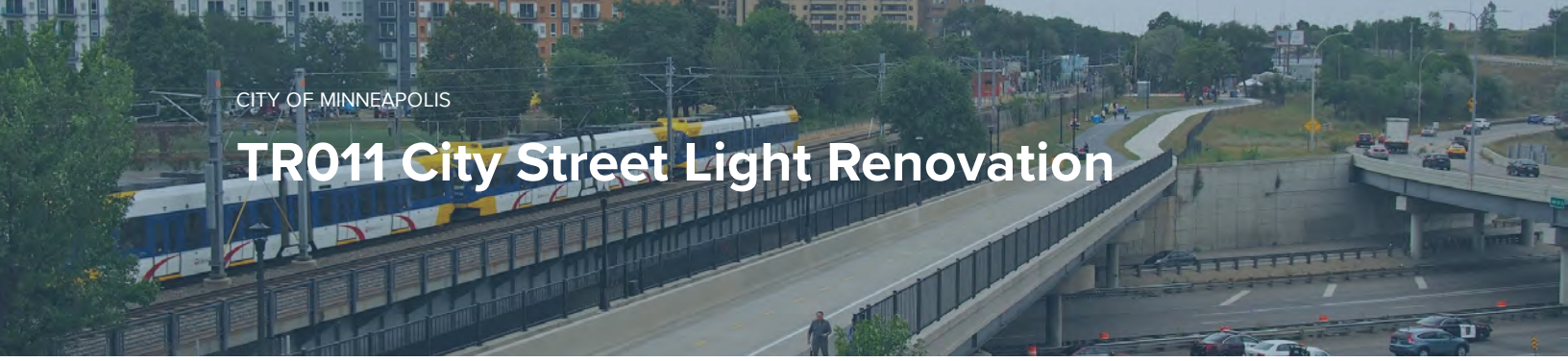
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:TBD

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CITY OF MINNEAPOLIS

TR011 City Street Light Renovation

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Joe Laurin
Level of Need: Significant
Estimated Project Completion Date: 12/30/2026
Department Priority: 16 of 72
Contact Phone Number: (612) 673-5987
Website: TBD

Project Location:

Address: City Street Light Renovation
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various Locations throughout the City.

Project Description:

This capital project would continue a multi-year renovation program for the City's existing metal pole street lighting facilities. The City of Minneapolis has approximately 7,000 metal street lighting poles (30-40 ft. heights) distributed throughout the City generally located in commercial areas and along some arterial roadways. A significant percentage of the City's poles are approximately 40 to 60 years old, having been installed between 1954 and 1963. A significant number of these light poles and their anchorage are at, or are reaching, the end of their serviceable life due to the corrosive effects of salt on the lower six feet of the steel pole. A similar number of low level (12-15' height poles) with decorative fixtures are installed in commercial, residential and entertainment districts throughout Minneapolis and have similar issues with deterioration and required replacement.

Purpose and Justification:

It is imperative that a street light renovation program be maintained. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at $5,000. With an estimated 800 units needing to be replace over the next ten years, the cost ($4,000,000 in 2007 dollars) far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others rated in poor condition. Phase 2 of the audit was completed in 2017 and found an additional 600 deficient poles requiring replacement. Additionally, around $100,000 is allocated each year for in-place pole painting to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 2021 is a continuation of the program that began in 2005. In 2005, $1,000,000 was appropriated for this project and all of the money was spent in that year. This is the start of a long-term renovation program, one that will require a substantial ongoing. It is estimated that it will continually require $300,000 to $700,000 annually to renovate units most in need of immediate attention to prevent them from falling over into the street, sidewalk, or onto an adjacent building. This ongoing replacement cost is assuming a 60-year pole lifespan. Priority will be given in the immediate and near future to addressing the unsafe and poor condition streetlight poles.

In addition to pole maintenance and replacement, a portion of the renovation budget is allocated for LED fixture replacement. LED fixtures promise great energy savings and longer fixture life. A part of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested starting in 2021 to expedite the conversion of existing HPS fixtures to LED fixtures. The conversion from HPS to LED should greatly reduce operation and maintenance costs, as LED fixture typically consume 60-70% less energy and last 400-500% longer.

Project Visuals and Map:

Project Title: City Street Light Renovation









Minneapolis
City of Lakes

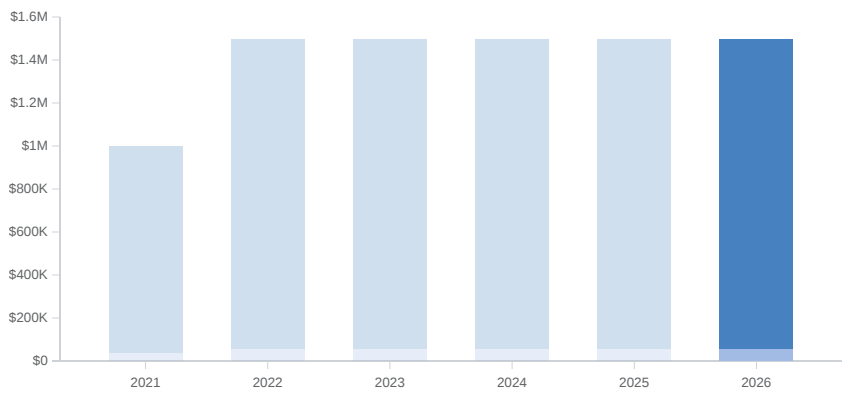
TR011 City Street Light Renovation
Contact: Joe Laurin, 612-673-5987

Project information is subject to change.

Project Cost Breakdown

TR011

Updated 2 weeks ago



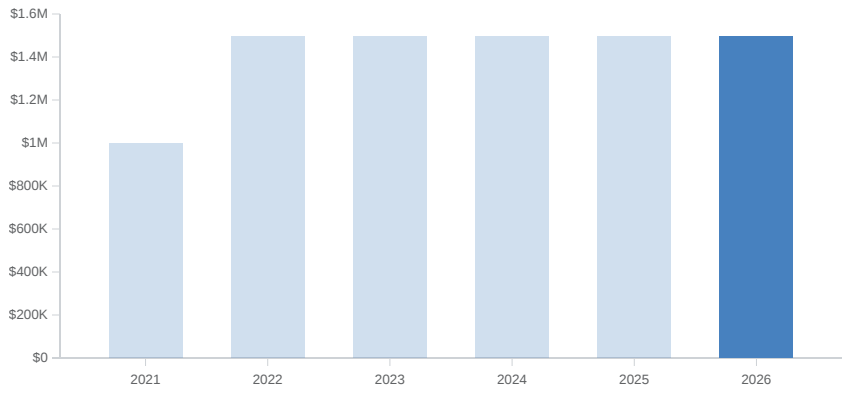
$1,500,000.00

Expenses in 2026

Department Funding Request

TR011

Updated 2 weeks ago



$1,500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 30 Years
Year that Operating Incr/(Decr) will take effect? Year 1
What is the estimated annual operating cost increase or (decrease) for this project? ($130,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Appicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Approximately 100LED fixtures can be converted per year in the 2018 budget. These should save approximately $50 per year energy savings and $50 per year in amortized maintenance savings for a total of $100 per fixture or $10,000 per year. Pole painting about 150 poles per year should add 10 years of life per pole at $30 per year amortized replacement cost for a total of $45,000. Pole replacements should save $5000 per year in emergency overtime costs. Total savings of $60,000 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Pole replacement and LED installs are very flexible and can easily be increased for additional funds.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

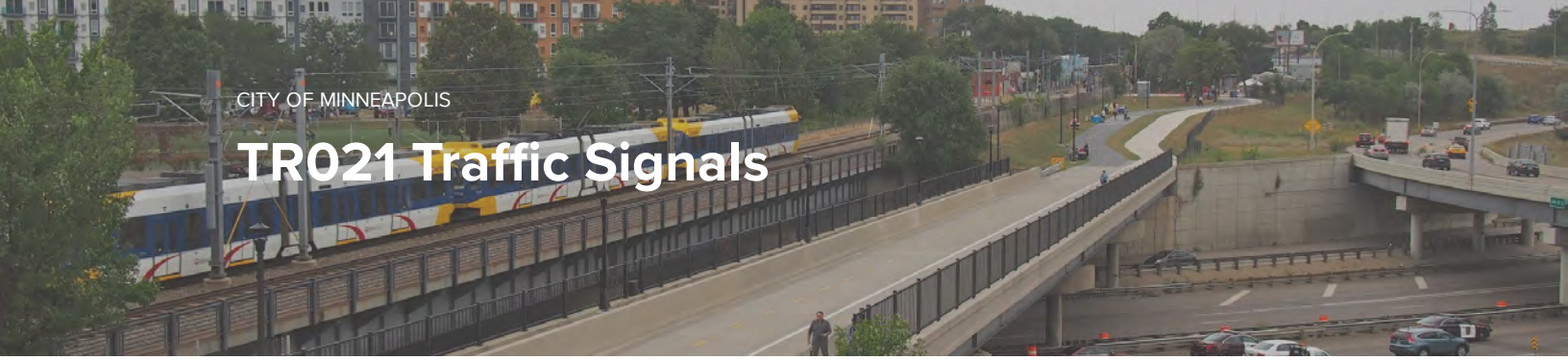
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Money spent now on the replacement and/or painting of light poles and bases will reduce the cost for maintenance of a system that is beyond its service life.

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED light fixtures compared to high pressure sodium lights fixtures has virtually been eliminated, as the technology and warranties appear much more reliable. The light fixture conversion would have great long-term benefits for the City.

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CITY OF MINNEAPOLIS

TR021 Traffic Signals

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Allan Klugman
Level of Need: Important
Estimated Project Completion Date: 12/30/2026
Department Priority: 12 of 72
Contact Phone Number: (612) 673-2743
Website: TBD

Project Location:

Address: Traffic Signals
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

The primary objective of this project is to replace aging (30+ years) and obsolete traffic signal system equipment (e.g., signal poles, mast arms, foundations, traffic signal control cabinets, wiring, and underground conduit). The signal systems will be upgraded to include state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Another objective is to replace the red and green LED illuminated traffic signal indicators that have reached the end of their service life.

Purpose and Justification:

This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 800 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure.

Project Visuals and Map

Project Title: Traffic Signals







Minneapolis
City of Lakes

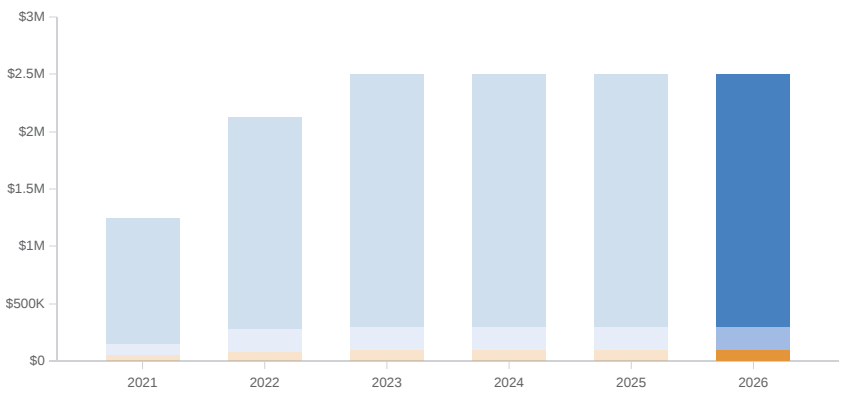
TR021 Traffic Signals
Contact: Allan Klugman, 612-673-2743

Project information is subject to change.

Project Cost Breakdown

TR021

Updated 2 weeks ago



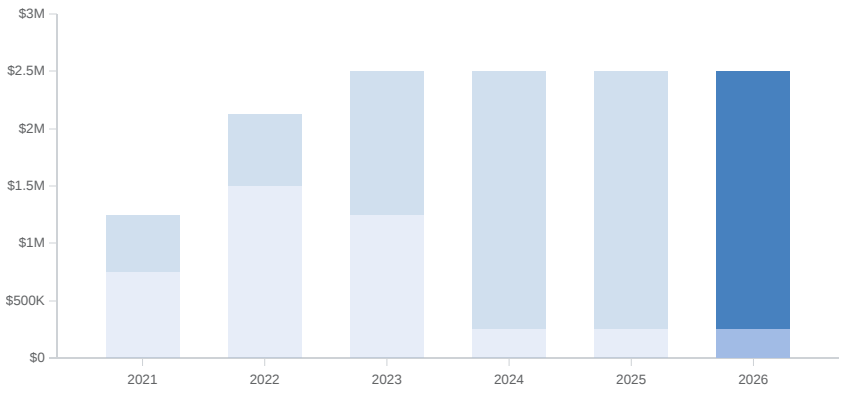
$2,500,000.00

Expenses in 2026

Department Funding Request

TR021

Updated 2 weeks ago



$2,500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has collaborated with Hennepin County to contribute funding to this program. Agreements will be written per project near the start of construction. The City has also begun a multiple year partnership with MnDOT to address traffic signals along State Trunk Highways. In the past four years, 22 traffic signals have been upgraded along University Ave NE and Central Ave NE as part of a cooperative project which began in 2016. The City has ongoing conversations with MnDOT to strategize more projects as part of this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City and County have a Routine Maintenance Agreement that states the City will operate and maintain each traffic signal that are on County roadways and the County will pay for a portion of the operation and maintenance. The City is requesting that the County contributes additional capital funding to pay for signal upgrades on County roadways. The County has agreed to provide additional funding. The City is also establishing a partnership with MnDOT to address traffic signals along State Trunk Highways.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.
Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 24, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 25 years
Year that Operating Incr/(Decr) will take effect? NA
What is the estimated annual operating cost increase or (decrease) for this project? ($20,000)
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
In general, the cost to maintain the signal system will be reduced by $20,000 per year. The replacement of aging and obsolete traffic signal system equipment will reduce the amount of money spent on maintenance for the replacement of failing equipment, while also reducing personnel time spent maintaining the aging and obsolete traffic signal system equipment. This would free up more time that can be used on previously understaffed work activities.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The 2019 traffic work experienced delays in the design timeline due to additional scope being added and is now on track to be completed in 2020.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers each year.

Minneapolis Goals and Strategic Direction

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved: TBD

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CITY OF MINNEAPOLIS

TR022 Traffic Safety Improvements

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Allan Klugman
Level of Need: Significant
Estimated Project Completion Date: 12/30/2026
Department Priority: 3 of 72
Contact Phone Number: (612) 673-2743
Website: TBD

Project Location:

Address: Traffic Safety Improvements
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various Locations throughout the City.

Project Description:

The goal of this program is to increase safety for traffic, bicyclists, and pedestrians. The primary method of improving safety in this program is by upgrading deficient signal systems. Many traffic signals in the City lack overhead signal indications on mast arms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown up to an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2019-2023. In addition to adding an overhead signal, these projects will upgrade the entire signal system to have state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Intersections with bicycle and pedestrian crashes will be evaluated and signal operations can be modified to improve safety.

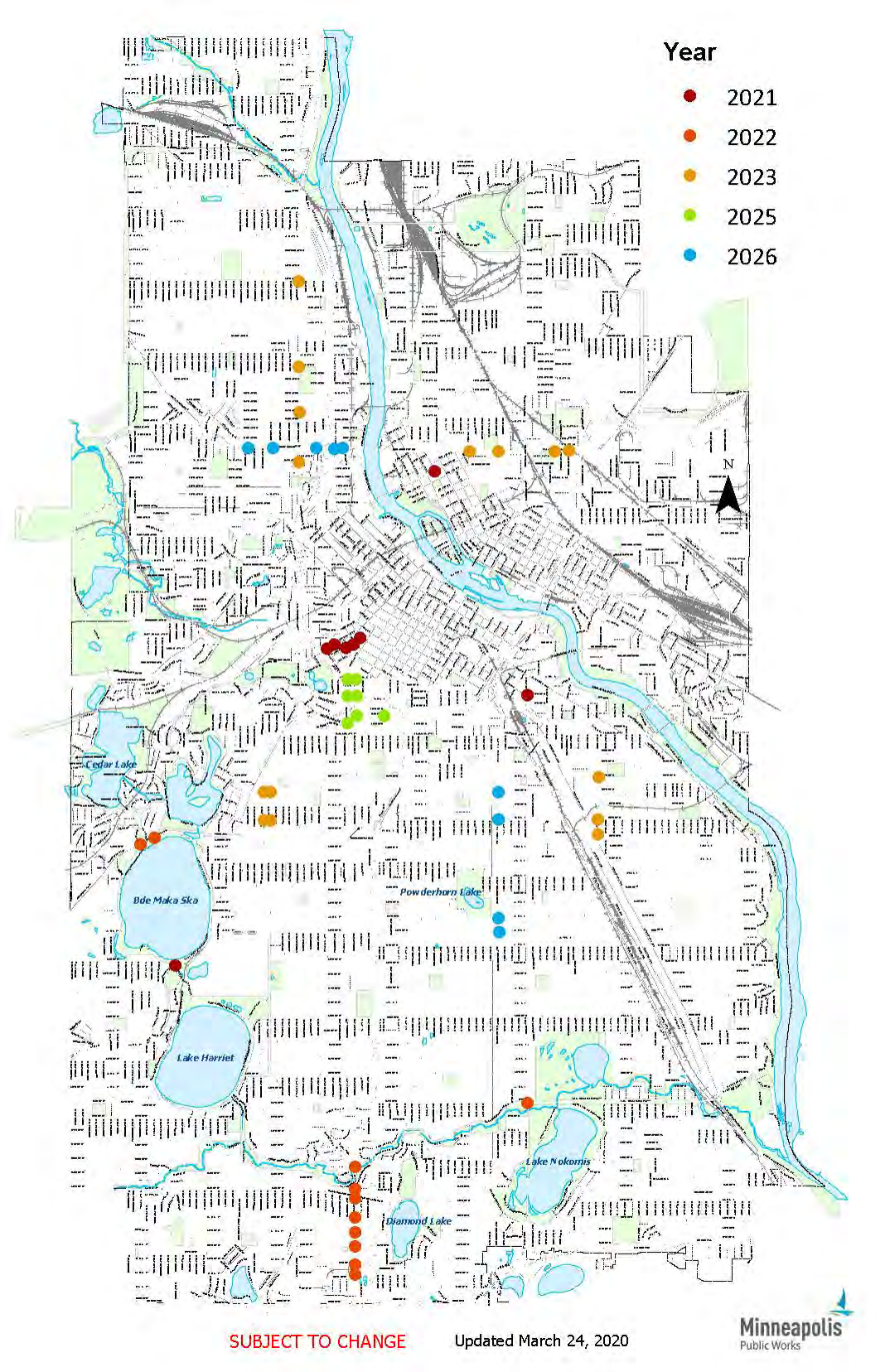
Additional safety projects include:

- installing durable pavement markings;
- updating or replacing existing street lights and bridge navigation lighting under various bridges/viaducts throughout the City;
- modifying street signs to comply with State and Federal standards;
- installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets;
- improving the condition and quality of bicycling and walking environments that provide access to and from schools.

Purpose and Justification:

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

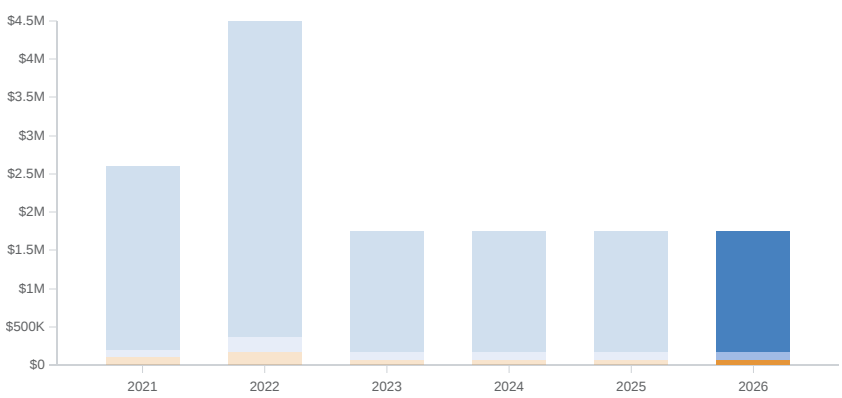
Project Visuals and Map:



Project Cost Breakdown

TR022

Updated 2 weeks ago



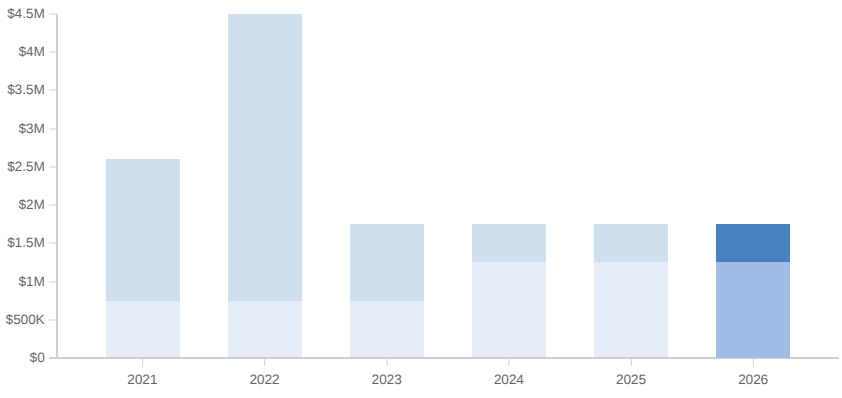
$1,750,000.00

Expenses in 2026

Department Funding Request

TR022

Updated 2 weeks ago



$1,750,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has applied for and is receiving federal funding through the Highway Safety Improvement Program (HSIP) application. The funding will be available in 2021 and 2022. In 2021, 5 signal systems in downtown will be rebuilt along Hennepin Ave S and Harmon Place. In 2022, 11 intersections in south Minneapolis will receive safety improvements along Nicollet Ave S, Cedar Ave S, and Lake St. The Federal government will provide 90% of the construction cost, with the City providing the remaining 10%.

The City has collaborated with Hennepin County to contribute funding to this program. Agreements will be written per project near the start of construction.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The two project partners for the traffic signal overhead addition projects are the Federal Highway Administration (FHWA) and Hennepin County. FHWA will give approval of the plans, specifications, and estimates that will be needed for construction, as well as 90% of the funding for each grant funded project. Hennepin County will contribute funding to each project along a CSAH route.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 24, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps. Some of the intersection improvements may improve non-motorized safety.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained at most intersections. Innovative design strategies will be explored if appropriate.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is approximately no increase in maintenance costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Nat Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Additional scope was added to the design and additional coordination was need with Hennepin County to approve the plans. The project is now on track to be completed in 2020.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility to increase funding in each year. Additional funding will allow Public Works to expedite some projects and allow for more safety measures to be implemented with additional projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

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Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project will make improvements to the street network and promotes efficient safe movement of traffic by installing overhead signal indications, APS, and other infrastructure. The installation of overhead signal indications will help increase the signal visibility for drivers and reduce the number of right angle crashes, while installation of the APS will help vision-impaired individuals safely cross streets at signalized intersections. The installation of new roadway signing and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians more easily navigate the roadway network.

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CITY OF MINNEAPOLIS

TR024 Pedestrian Street Lighting Corridors

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Joe Laurin
Level of Need: Significant
Estimated Project Completion Date: 12/30/2026
Department Priority: 19 of 72
Contact Phone Number: (612) 673-5987
Website: TBD

Project Location:

Address: Various locations throughout the City
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All

Project Description:

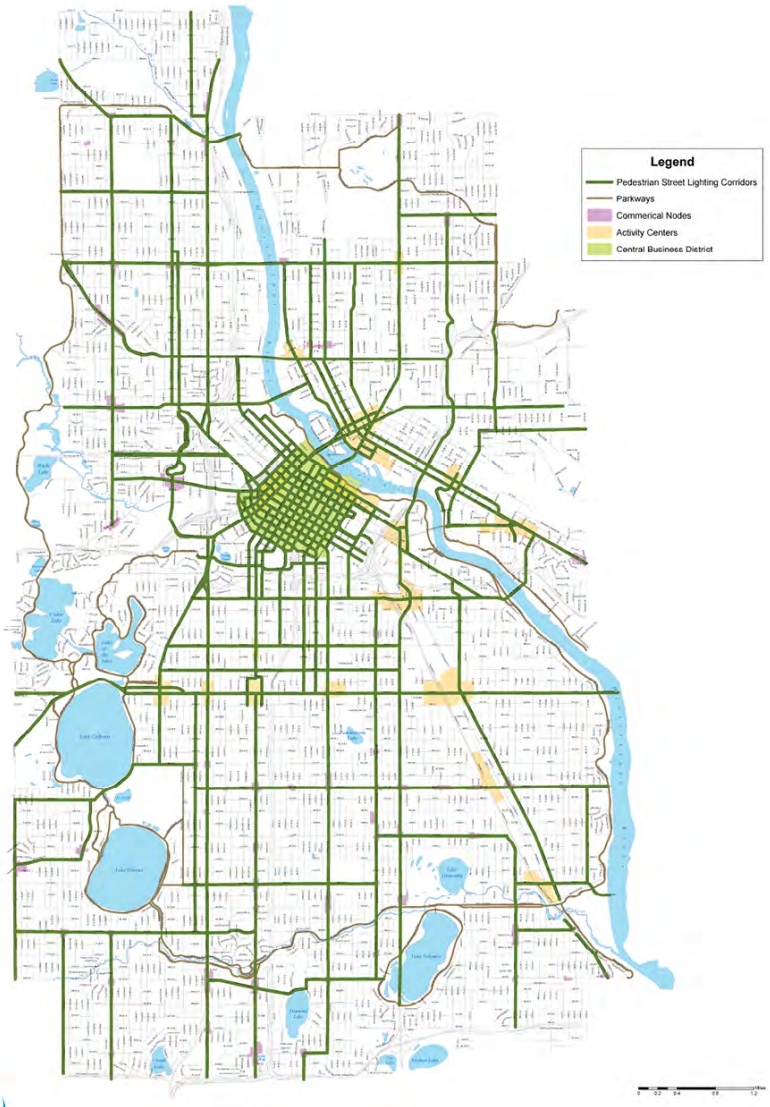
The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's, and directed the department to remove the property assessment and owner petition requirements and provide City funding for the PSLC improvements.

Purpose and Justification:

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's were assessed to abutting property owners requiring a majority of owners to opt out of the assessment during road construction projects. This process was re-examined in 2013 and the City agreed to change the funding mechanism to not assess property owners along PSLC's. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PSLC's through street reconstruction are limited. This program allows for some accelerated installation of pedestrian-level street lighting on PSLCs, which are not part of the current street reconstruction program. At current 2015 costs per installed street light, the requested $500,000 per year would allow for between 50 and 60 poles/fixtures annually to be installed on PSLC's.

Project Visuals and Map:

Project Title: Pedestrian Level Lighting Program



Minneapolis
City of Lakes

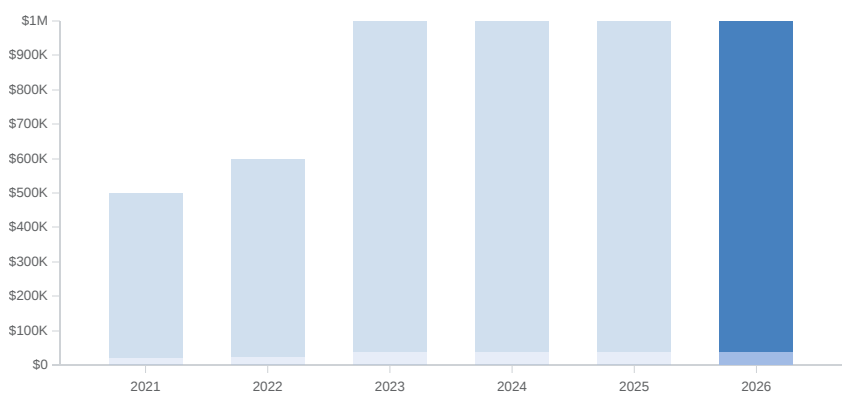
TR024 Pedestrian Level Lighting Program
Contact: Joe Laurin, 612-673-5987

Project information is subject to change.

Project Cost Breakdown

TR024

Updated 2 weeks ago



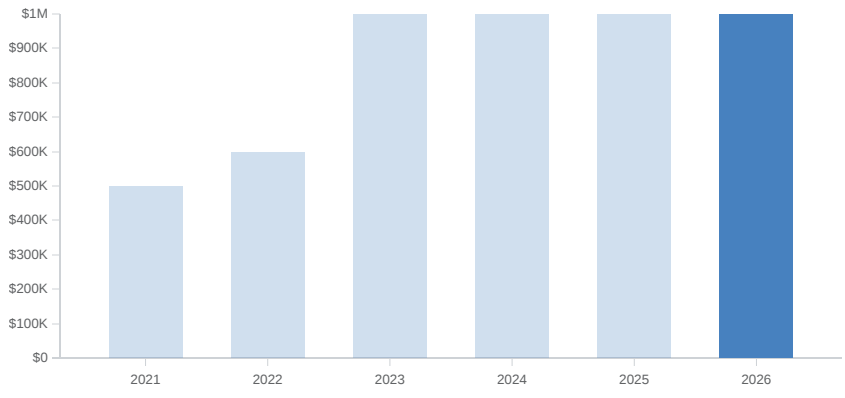
$1,000,000.00

Expenses in 2026

Department Funding Request

TR024

Updated 2 weeks ago



$1,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency. Pedestrian street lighting is added along with street reconstruction projects and private development projects in some areas. Minneapolis works closely with other governmental and non-profit partners to help fund street lighting.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location & Design Review was conducted on April 16, 2015, and formal action was taken by the Planning Commission on May 1, 2015.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, this program specifically targets high-volume pedestrian corridors. Installing lighting will greatly improve safety and accessibility along these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing street lighting will improve the streetscape for pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furniture zone behind the curb.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? **New**
What is the expected useful life of the project/Improvement? 35 Years
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations: Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Public Works will adjust operating expense requests as the number of street light poles increases, but expects future operational savings in the existing street lighting system as existing fixtures are converted to LED. Some marginal energy savings from replacing pre-existing wood pole lighting, but added LED poles should offset that savings.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
City crews began installing street lighting along Penn Ave N which was anticipated to take two years to construct.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

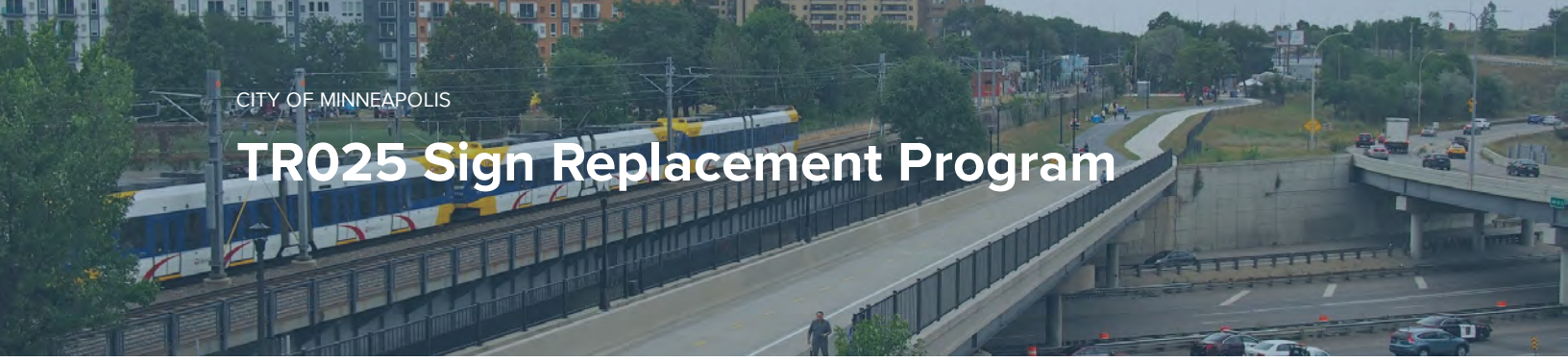
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Pedestrian, bicyclists, transit users, and motorists will benefit from this program. Residents and businesses along corridors with street lighting in the past have used it to enhance their neighborhood identity using banners and holiday lighting.

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CITY OF MINNEAPOLIS

TR025 Sign Replacement Program

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Steve Mosing
Level of Need: Significant
Estimated Project Completion Date: 12/30/2026
Department Priority: 13 of 72
Contact Phone Number: (612) 673-5746
Website: TBD

Project Location:

Address: Various locations throughout the City
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All

Project Description:

In 2005, the State of Minnesota published requirements for minimum levels of retro-reflectivity for roadway signs and mandated dates for compliance with the new standard. This language was based on the Federal requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). In 2010, the Federal Highway Administration decided to reconsider the original language and began the process of amending the language contained in the 2005 MUTCD. The proposed language that was offered for public comment essentially eliminated specific compliance dates but still retained the retro-reflectivity requirements. The comment period portion of the rulemaking process has passed and the adapted revised language includes:

Regulatory and Warning Signs
Federal Register/Vol. 77, no. 93 / Monday May 14, 2012 / Rules and Regulation

- Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above established minimum levels.
- An assessment or management method must be established within 2 years of date of the above revision.

The City of Minneapolis has chosen the Blanket Replacement Method where all signs in an area/corridor, or of a given type, should be replaced at specified intervals (10 to 15 years). The interval level will be based on expected sign life. The City recognizes the value of maintaining the visibility of roadway signs and in 2010 began planning the implementation of a program that will ensure adequate retro-reflectivity system wide. The program was originally funded under TR022. Beginning in 2015, the sign replacement program has been given its own project under TR025.

Purpose and Justification:

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retro-reflectivity for roadway signs.

Project Visuals and Map:

Project Title: Sign Replacement Program

Before	After
	
	
	

Minneapolis
City of Lakes

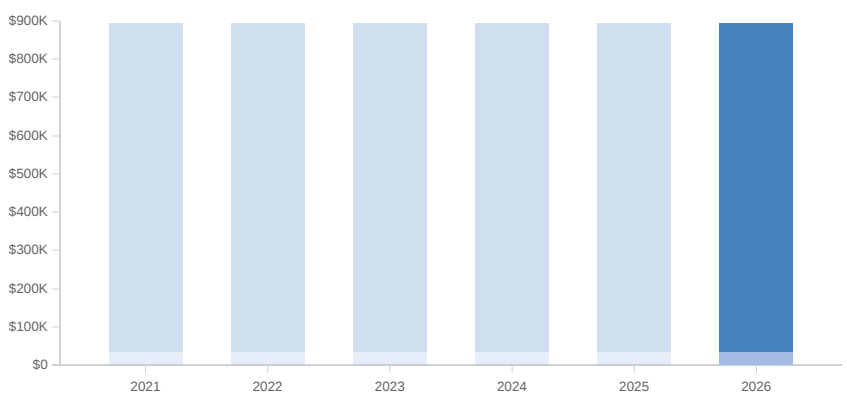
TR025 Sign Replacement Program
Contact: Steve Mosing, 612-673-5746

Project information is subject to change.

Project Cost Breakdown

TR025

Updated 2 weeks ago



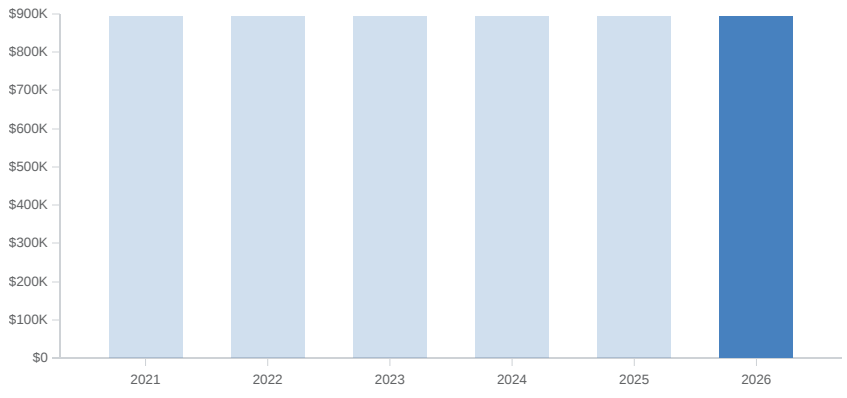
$895,000.00

Expenses in 2026

Department Funding Request

TR025

Updated 2 weeks ago



$895,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City has established a partnership with the State to help replace signs on State Trunk Highways and City streets. This effort is in response to the new federal standards for sign reflectivity.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location & Design Review has not been completed for this project.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10 - 15 Years
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The 2019 sign reflectivity appropriation was intended to carry over to 2020 as no new appropriation was programmed. Crews are on track with the planned pace of installing signs and will spend the prior year appropriation by the end of 2020.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility to increase/decrease funds used, but this would result in a shorter/longer installation timeline.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

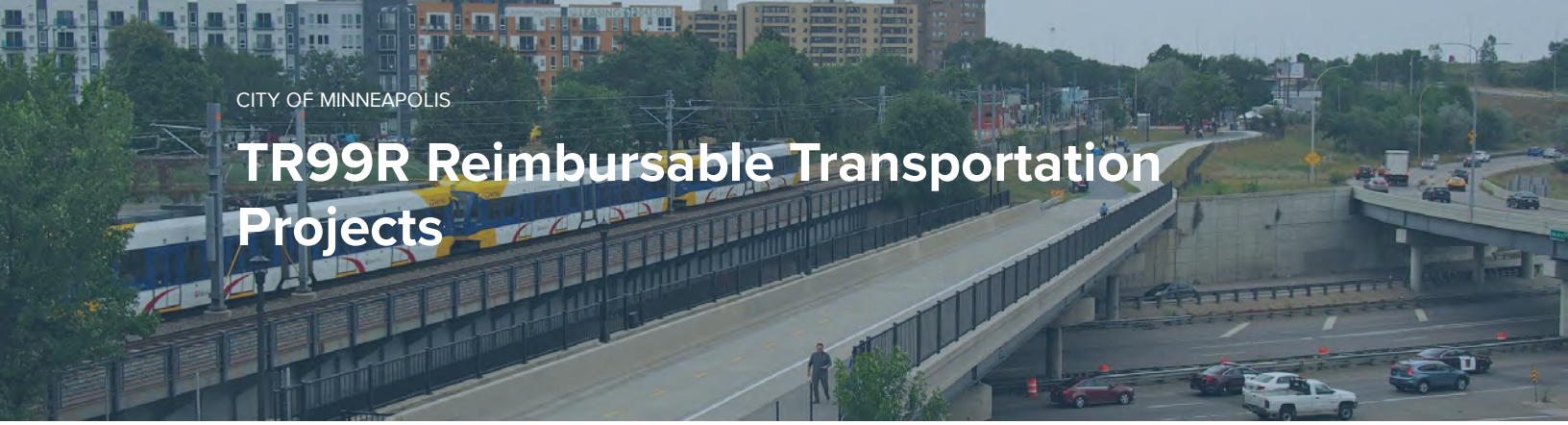
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The project started in 2012. In the first two years of the program, City staff completed an inventory and condition rating of the over 80,000 signs within the City. This was a necessary first step before embarking on the full installation program that will use the remaining project funding. Sign replacement began in 2014, and is continuing each year. More than half the signs still need to be replaced.

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CITY OF MINNEAPOLIS

TR99R Reimbursable Transportation Projects

Project Details:

Project Start Date: 1/2/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Larry Matsumoto
Level of Need: Desirable
Estimated Project Completion Date: 12/30/2026
Department Priority: Not Applicable
Contact Phone Number: (612) 919-1148
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description

These funds are requested to allow Public Works Traffic Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business, or individual.

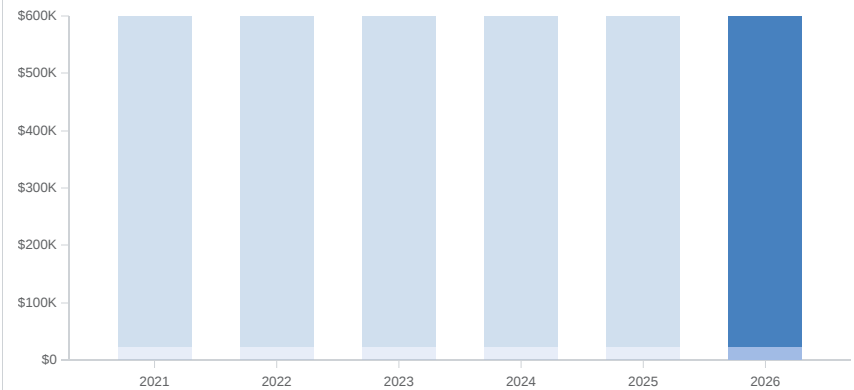
Purpose and Justification

Provide the purpose and justification for this project.

Project Cost Breakdown

TR99R

Updated 2 weeks ago

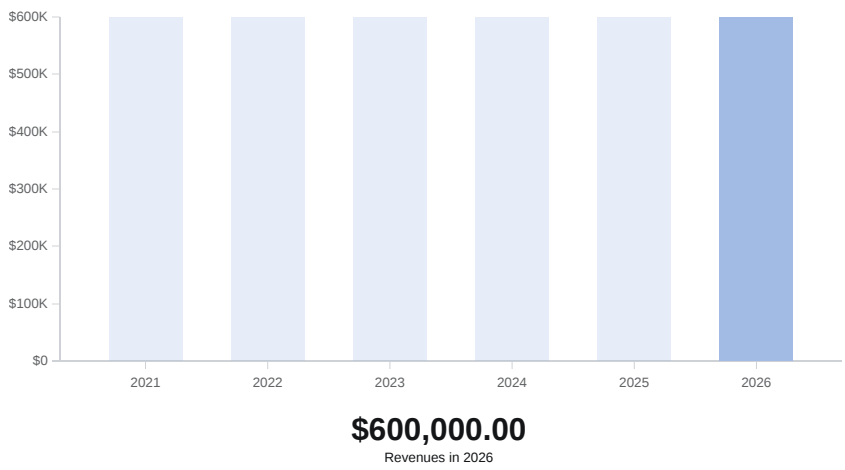


$600,000.00
Expenses in 2026

Department Funding Request

TR99R

Updated 2 weeks ago



$600,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Not Applicable
What is the expected useful life of the project/Improvement? Not Applicable
Year that Operating Incr/(Decr) will take effect? Not Applicable
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Not Applicable
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Not Applicable

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities. Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm. Prioritize safety investments in line with the Complete Streets Policy. Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

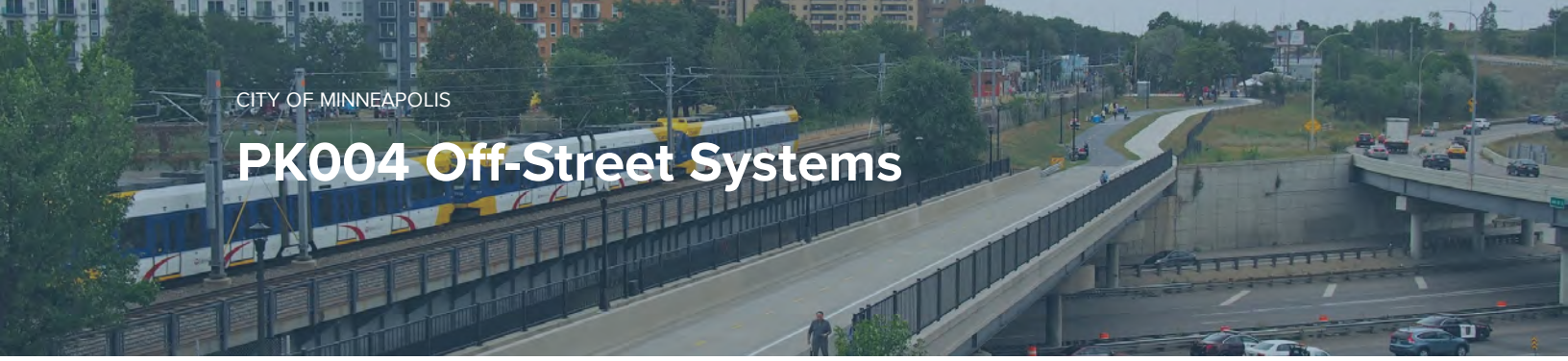
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

PK004 Off-Street Systems

Project Details:

Project Start Date: 1/1/2021
Ongoing Program: Ongoing
Submitting Department: Public Works
Contact Person: Tim Drew
Level of Need:
Estimated Project Completion Date: 12/31/21
Department Priority:
Contact Phone Number:
Website:

Project Location:

Address:
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location

Off-Street System Improvements

Provide capital upgrades for 16 parking ramps located in downtown Minneapolis.

Project Description:

Improvements include, but are not limited to, elevator modernizations, mechanical equipment upgrades, new revenue control equipment, structural repairs, post tension repairs, replacing outdated lighting with LED lights, replacing entrance and exit doors, replacing pedestrian doors, and new signage.

Purpose and Justification:

These improvements are necessary to provide safe, comfortable and convenient parking for customers to our ramps. The ramps vary in age from 15 years to 44 years. As with all structures, regular upgrades and replacements of equipment are necessary as they get older.

2021 Improvements

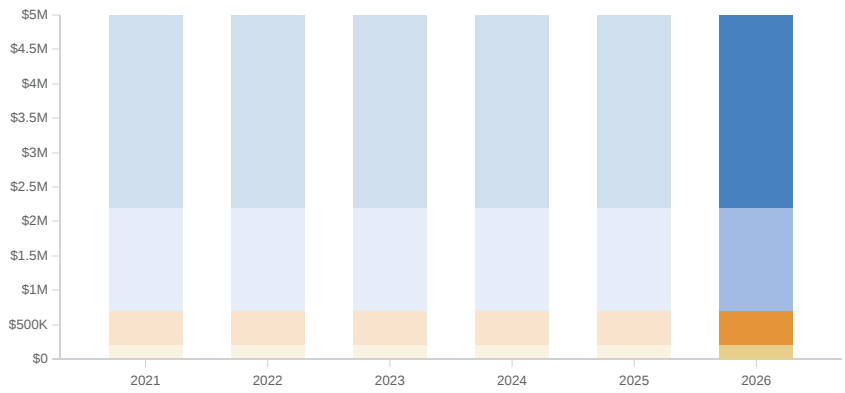
2021 - Project Description

Lighting Retrofit to LED $600,000 Hawthorne and Plaza
Elevator modernizations $2,000,000 Hilton 15-16; Leam 6-7; Haaf 1-3
Post Tension (PT) Repairs $200,000 11th and Marquette
Garage Doors- entrance and exit- replace with high speed overhead $150,000 LaSalle and Fed Courts
Skyway overhead signs (Phase 3) hardware upgrades $150,000 Bluewater Signs
Revenue Control Equipment $850,000 Hilton, Haaf, Leamington
Pedestrian Doors replaced $300,000 Hennepin interior lobbies
Condensers replaced $750,000 Hennepin

Project Cost Breakdown

PK004

Updated 2 weeks ago



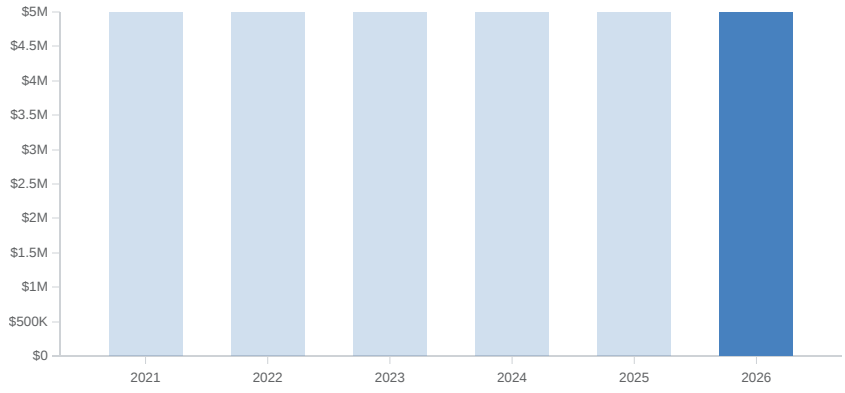
$5,000,000.00

Expenses in 2026

Department Funding Request

PK004

Updated 3 days ago



$5,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Update here.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations?
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Insert detail here.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Insert detail here.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Insert detail here.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Insert detail here.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Insert detail here.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Insert detail here.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Insert detail here.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
Insert detail here.

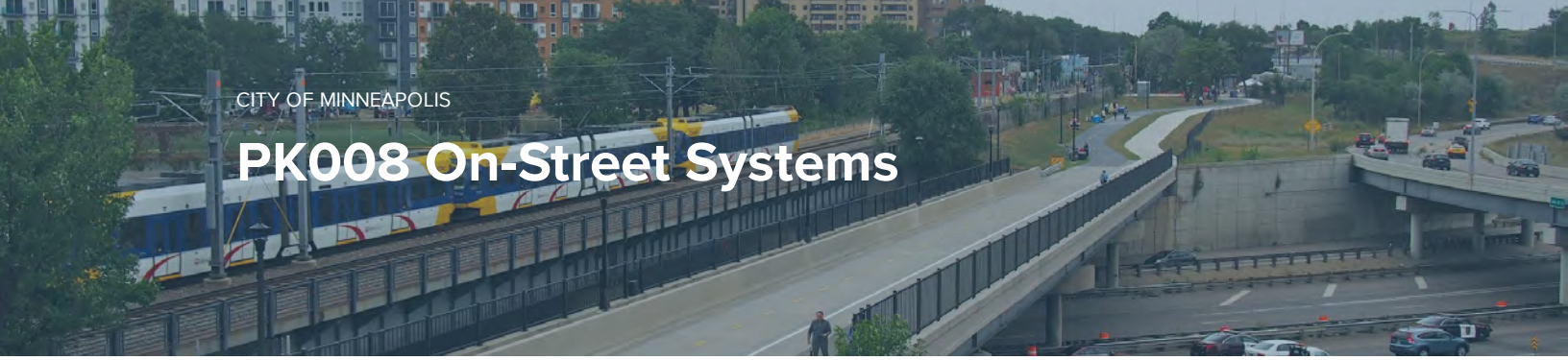
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

PK008 On-Street Systems

Project Details:

Project Start Date: August 2020
Ongoing Program:
Submitting Department: Public Works
Contact Person: Tim Drew
Level of Need:
Estimated Project Completion Date: Dec 2022
Department Priority:
Contact Phone Number:
Website:

Project Location:

Address:
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location

On-Street Parking Meter Replacement

The project to replace the pay stations began by issuing a Request for Proposal in November of 2019. The selected vendor from this process will supply new pay stations and support of the communication and transaction processing of the equipment throughout the life of the contract. Once the contract is awarded implementation will be on a phased schedule beginning in mid-2020. The meter system is estimated to be substantially converted to the new equipment by mid-2021. Full conversion will be complete by early 2022.

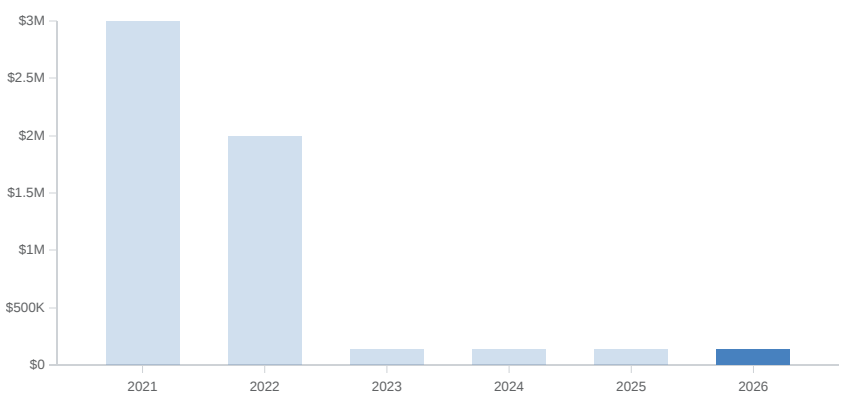
Purpose and Justification:

There are approximately 700 parking meter pay stations throughout the city supporting over 8000 parking spaces. Most of the equipment is 8 to 10 years old and is nearing the end of its useful life. Many pay stations are physically deteriorating after a decade of operating year-round in outdoor conditions. The technology powering the equipment is also dated which limits the options for programming adjustments.

Project Cost Breakdown

PK008

Updated last week



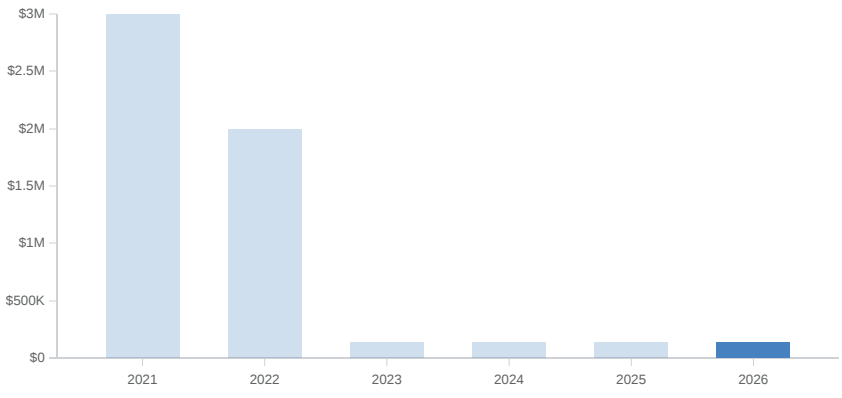
$140,000.00

Expenses in 2026

Department Funding Request

PK008

Updated last week



$140,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

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Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Update here.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations?
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Insert detail here.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Insert detail here.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
Insert detail here.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Insert detail here.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Insert detail here.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Insert detail here.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
Insert detail here.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
Insert detail here.

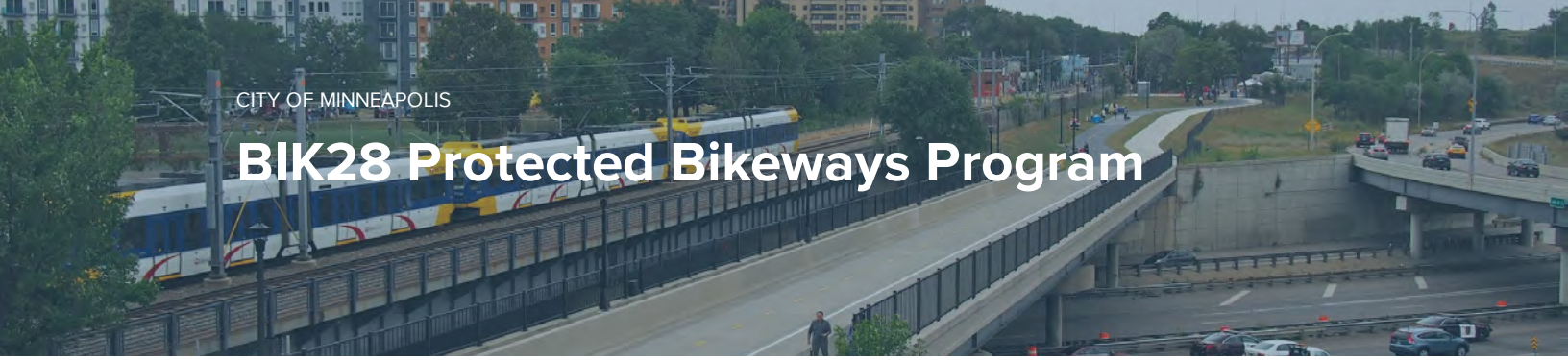
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

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CITY OF MINNEAPOLIS

BIK28 Protected Bikeways Program

Project Detail:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 11 of 57
Contact Phone Number: (612) 673-3884
Website: TBD

Project Location:

Address: Various Locations throughout the City
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All

Project Description:

This program will implement protected bikeways on streets recommended in the Protected Bikeways Update to the Minneapolis Bicycle Master Plan. Sometimes referred to as “protected bike lanes” or “cycletracks”, protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

Purpose and Justification:

The local bicycle network has been expanded significantly in recent years, and many people are biking. However, not everyone feels comfortable and safe riding on a busy street in the same space as cars, even within a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren’t an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities.

Project Visuals and Map:

Project Title: BIK28 Protected Bikeways Program

Protected bikeways have physical barriers that separate bicyclists from motor vehicle traffic. The barriers deter drivers from parking on bicycle lanes and provide similar user experience as off-street trails. The figures above show potential treatments that could be funded with this program.



Illustrative rendering of planter protected bikeway–the City may consider this treatment for future projects



Parking protected bikeway



Bollard Protected Bikeway

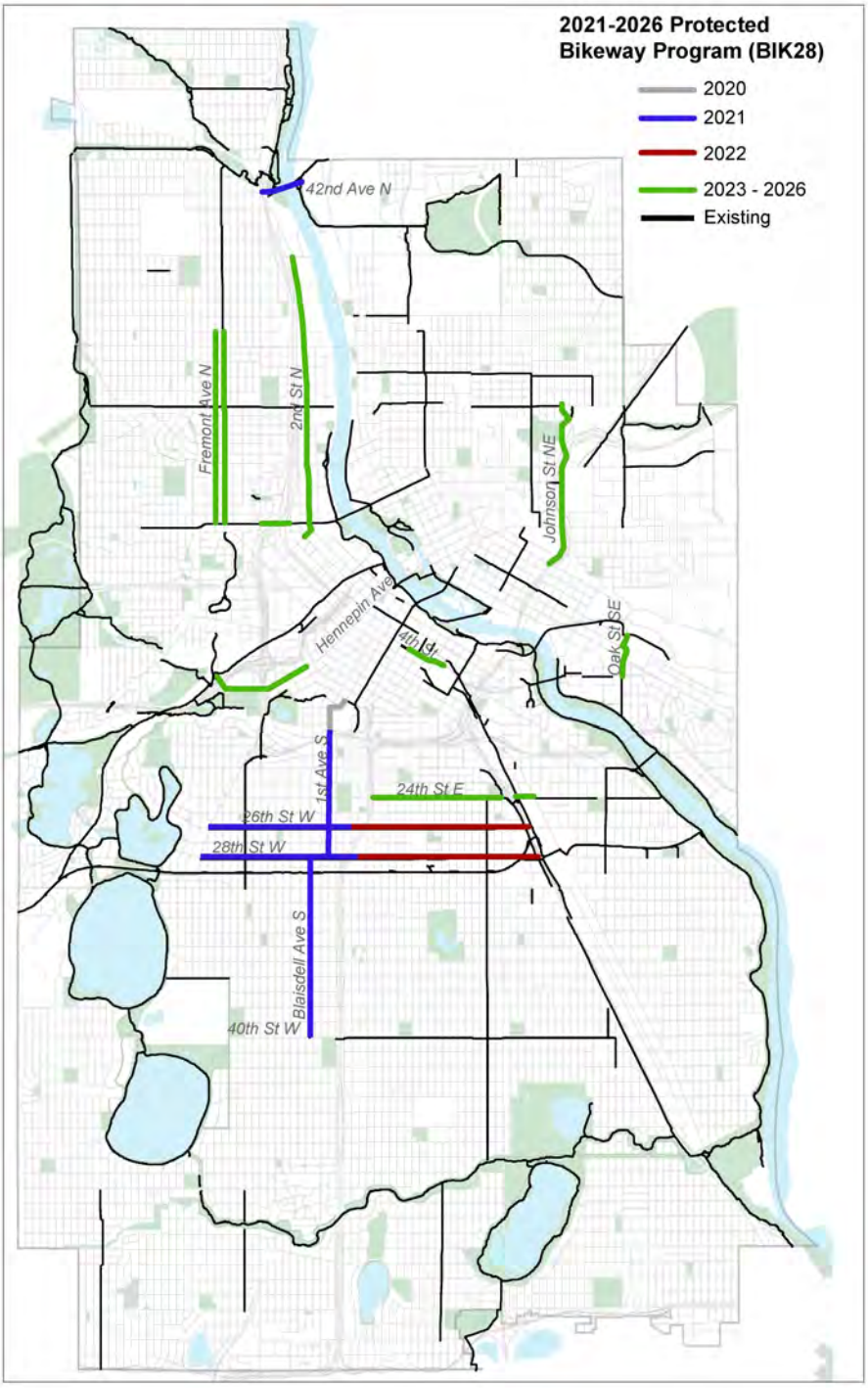


Illustrative rendering of curb protected bikeway–the City has installed this treatment on Oak St.

Minneapolis
City of Lakes

BIK28 Protected Bikeways Program
Contact: Liz Heyman, 612-673-2460

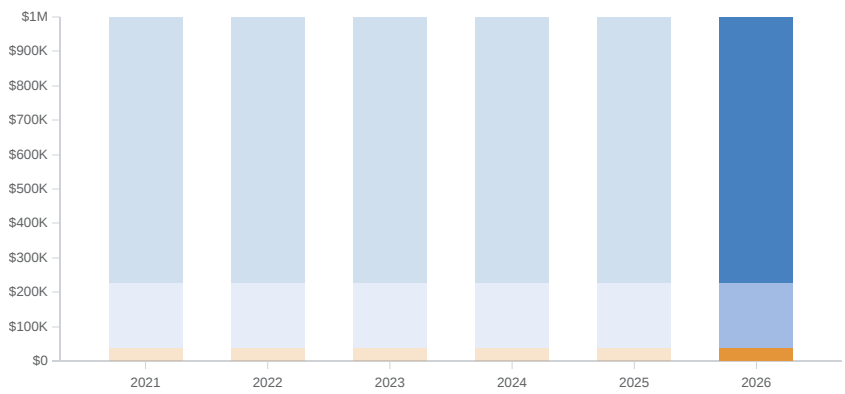
Project information is subject to change.


2021-2026 Protected
Bikeway Program (BIK28)
2020
2021
2022
2023 - 2026
Existing
42nd Ave N
Fremont Ave N
2nd St N
Johnson St NE
Hennepin Ave
4th St
Oak St SE
1st Ave S
24th St E
26th St W
28th St W
Blaisdell Ave S
40th St W

Project Cost Breakdown

BIK28

Updated 2 weeks ago



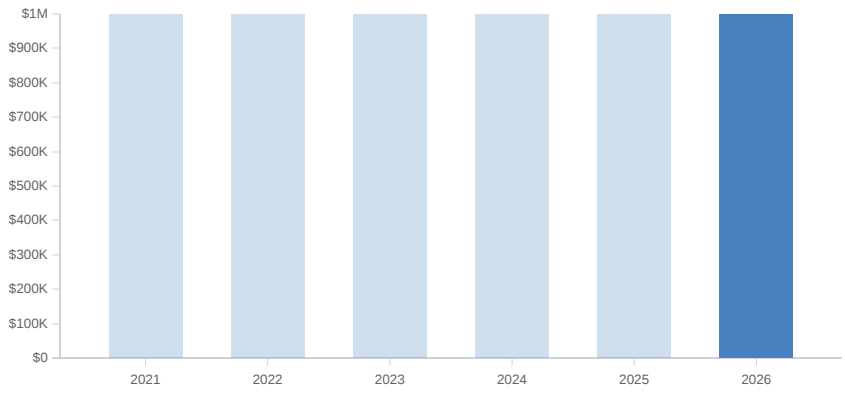
$1,000,000.00

Expenses in 2026

Department Funding Request

BIK28

Updated 2 weeks ago



$1,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project occurred on June 4th, 2015.

Economic Development

Will the project contribute to growth in the city's tax base?
Supports moderate tax base growth.

Describe the economic development impact of the project:
As the protected bikeway network is developed, bicycle access to commercial areas will be improved, supporting the economic function and viability of the city's commercial areas.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
These projects will provide a more comfortable bicycle facility than standard bike lanes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $158,961

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Public Works is still assessing the costs of maintenance for protected bikeways. A winter walking and biking study is currently underway. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more protected bikeway projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Unspent balances will be rolled forward to fund the Protected Bikeway Program in future years. The size and the scope of work can be adjusted to use available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before each protected bikeway project is scheduled for implementation.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

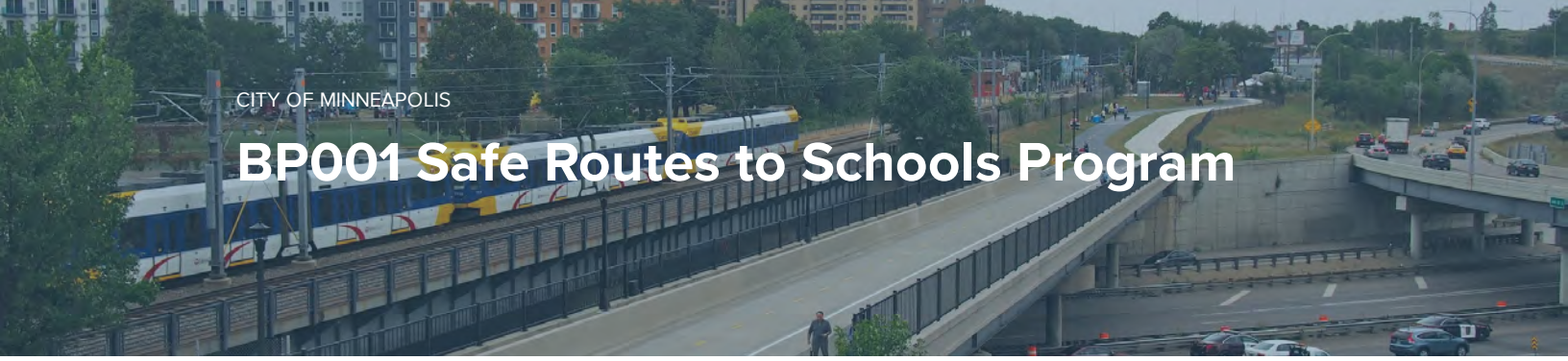
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Protected bikeway projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.

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CITY OF MINNEAPOLIS

BP001 Safe Routes to Schools Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 4 of 72
Contact Phone Number: (612) 673-3884
Website: More information about Safe Routes to School is available at the following websites:
Minneapolis Public Works - http://www.minneapolismn.gov/publicworks/saferoutes/index.htm

Minneapolis Public Schools - http://emss.mpls.k12.mn.us/sr2s

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various location throughout the City.

Project Description:

The City's Safe Routes to School efforts date back to 2005 to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades.

The primary objective of the Safe Routes to School program is to create safe, comfortable, and convenient routes for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

Purpose and Justification:

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program will improve the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas were selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions.

Project Visuals and Map:

Project Title: Safe Routes to School Program

Safe Routes to School seeks to improve safety and encourage students to choose active forms of transportation to and from school. the figures below show potential treatments that could be funded with this program.



Rendering of street without a safety island



Illustrative rendering showing the addition of a safety island

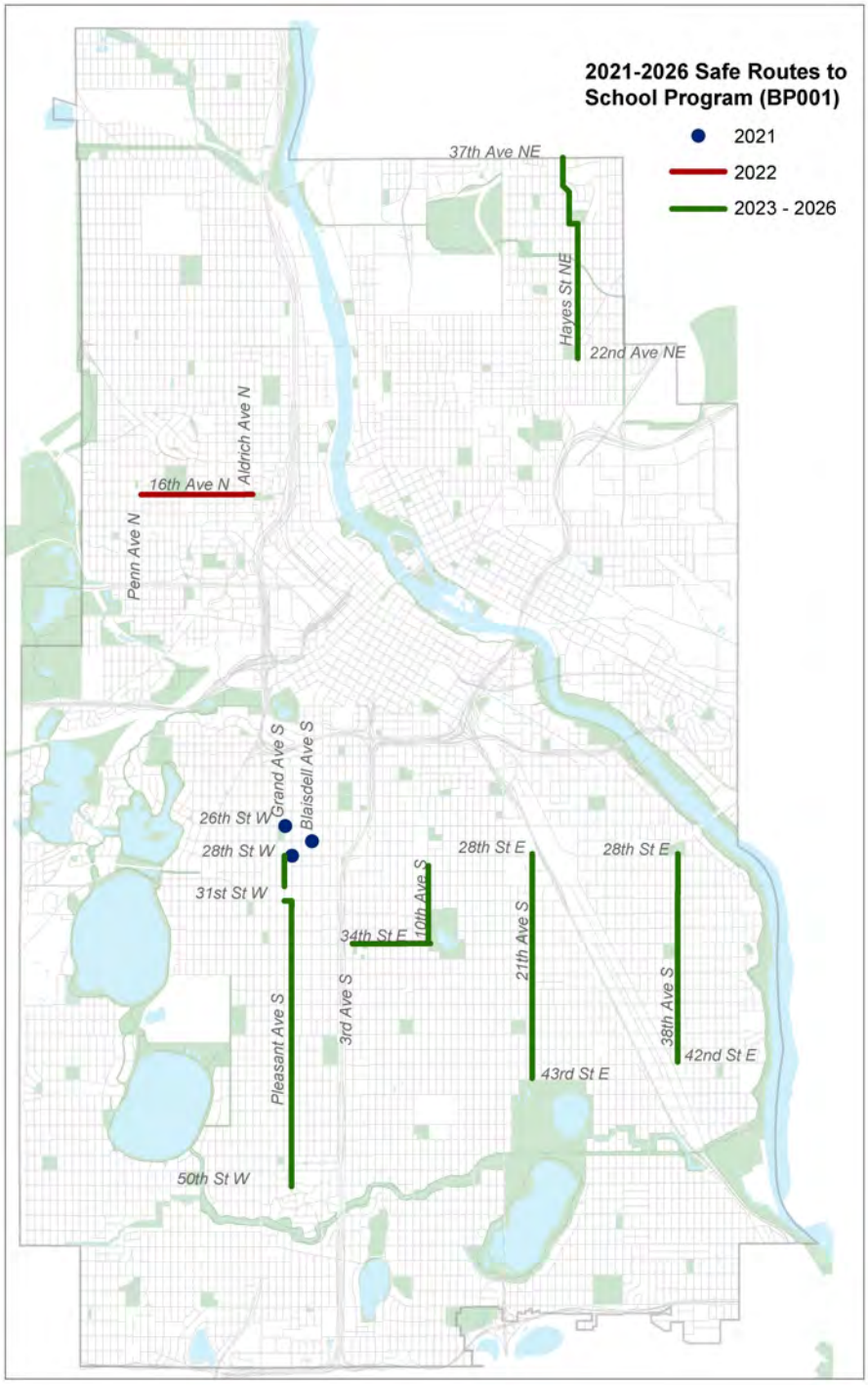


Examples of pedestrian safety projects

Minneapolis
City of Lakes

BP001 Safe Routes to School Program
Contact: Virginie Nadimi, 612-673-5011

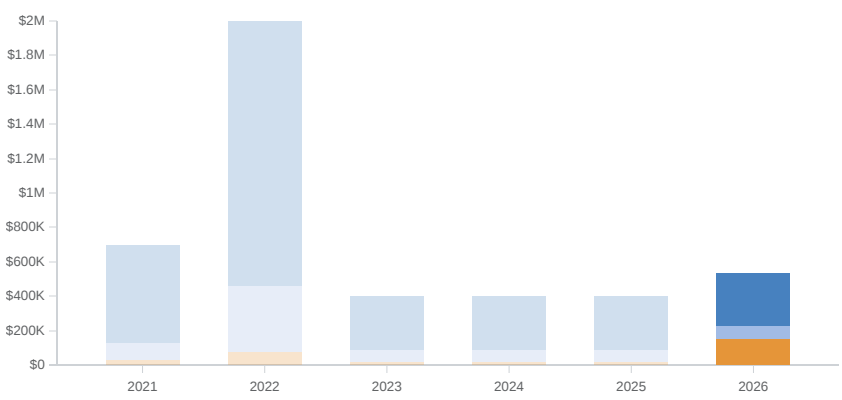
Project information is subject to change.


2021-2026 Safe Routes to School Program (BP001)
2021
2022
2023 - 2026
37th Ave NE
Hayes St NE
22nd Ave NE
Aldrich Ave N
16th Ave N
Penn Ave N
Grand Ave S
Blaisdell Ave S
26th St W
28th St W
31st St W
28th St E
28th St E
10th Ave S
34th St E
21th Ave S
38th Ave S
42nd St E
43rd St E
3rd Ave S
Pleasant Ave S
50th St W

Project Cost Breakdown

BP001

Updated 2 weeks ago



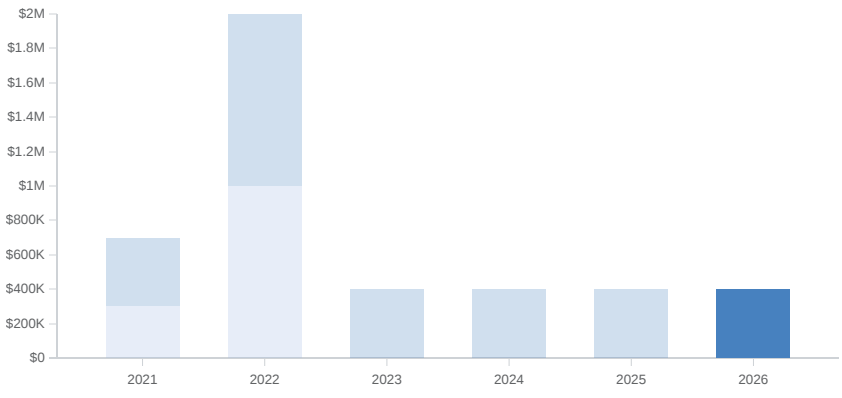
$535,000.00

Expenses in 2026

Department Funding Request

BP001

Updated 2 weeks ago



$400,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded grant funding through numerous sources for projects within the program. The City received a $100,000 grant from Hennepin County for 2020, a $300,000 grant from MnDOT for 2021, and $1,000,000 of federal funding from Metropolitan Council in 2022.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Safe Routes to School within Minneapolis is a collaborative, interagency effort between Minneapolis Public Schools (MPS), Public Works, Police Department, and Health Department among other partners. Since 2009, these partners have met at a monthly Safe Routes to School Work Group whereby pressing issues from the various 5E's are discussed (Education, Encouragement, Enforcement, Engineering, Evaluation). This collaboration has been integral for addressing the complex, multifaceted issue of how to encourage more students to walk and bike to school, and how to provide students with a safe walking and biking environment. This commitment from agency partners has made Safe Routes efforts within Minneapolis a model for cities statewide.

MPS staff provides coordinated programming efforts to encourage the use of the City's Safe Routes infrastructure investments, and to generally increase walking and biking to and from public schools. Staff at the Minneapolis Health Department (MHD) function in a similar capacity for many of the city's private and charter schools. Minneapolis Police Department provides support through their Bike Cops for Kids and Police Activity League programs. They also provide enforcement surrounding school arrival and dismissal operations, and within the city at large. Additionally Hennepin County, MNDOT and FHWA are agency partners that have jurisdiction over various roadways in the city and who administer Safe Routes grant funding to municipalities.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review was completed on 5/26/2016. No further review required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Most of the projects are on low-volume local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the focus of this program is on enhancing bicycle and pedestrian facilities to connect schools, parks and other neighborhood destinations throughout the city. This will include bicycle boulevard improvements, pedestrian crossing treatments along arterials, and the potential for short sidewalk segments or trail gap infill, among other enhancements.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Right-of-way is typically constrained on local streets within the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortable share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists, and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shift the existing travel lane and eliminating several on-street parking spots.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 25 Years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
A typical project within this program would add an additional $1,000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair. Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin one year prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

BP003 Midtown Greenway Trail Mill & Overlay

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Abdullahi Abdulle
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 33 of 57
Contact Phone Number: (612) 673-5307
Website: TBD

Project Location:

Address: Midtown Greenway Trail Mill & Overlay
City Sector: Southwest
Affected Neighborhoods: Cedar Isles, Dean, East Isles, Lowry HIll East, Whittiers, Phillips
Affected Wards: 6, 7, 10
Chowen Ave S to 5th Ave S

Project Description:

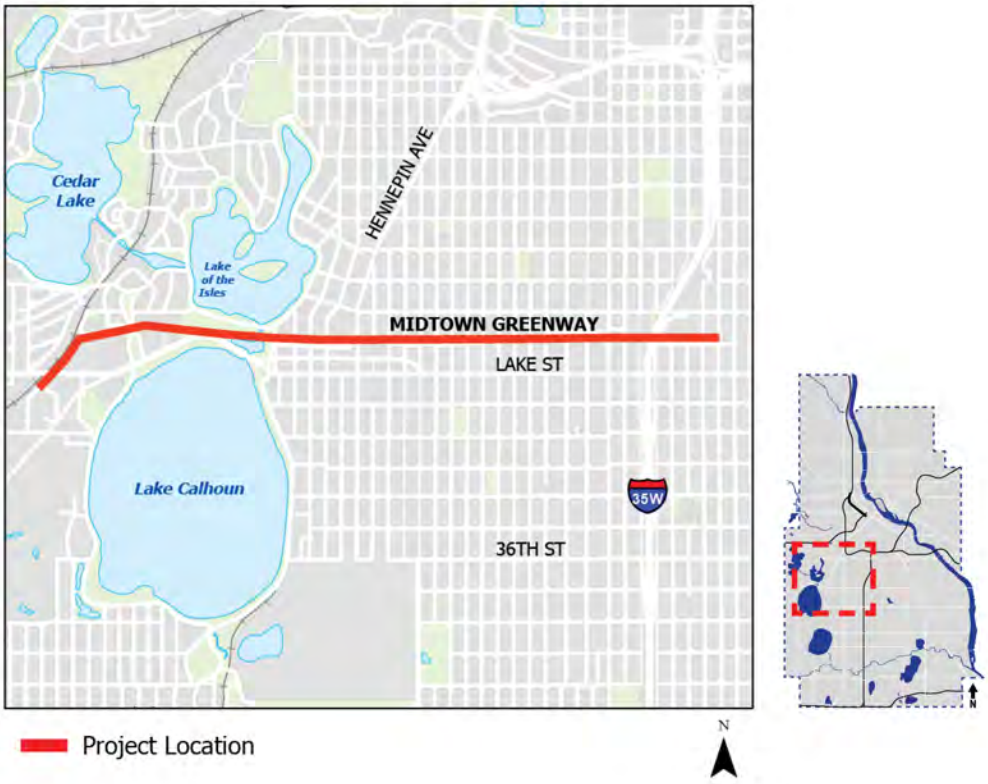
The proposed project will resurface approximately 2.8 miles of the Midtown Greenway from Chowen Avenue to 5th Avenue South (Phase 1 of the Midtown Greenway). This corridor serves approximately 3,600 bicycles per day and 600 pedestrians per day, all automobile traffic is prohibited. The existing corridor includes a multi-use trail with very few at-grade crossings of streets. The area along the project corridor abuts multifamily residential properties, some commercial nodes, and a few community hubs. The project involves a mill and overlay of the entire trail surface and new pavement markings.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and allowed modes of travel. Phase 1 of the Midtown Greenway was built in 2000 and has a useful pavement life of only 20 years. The City performed a crack seal treatment in 2011 to help prolong the life of the pavement. Pavement quality is a higher concern for multi-use trails compared to city streets because cyclists, rollerbladers, and ADA users have a lower tolerance for bumps, shocks, and vertical shifts in pavement. This corridor serves a high amount of bicyclists daily, serving as the primary and fastest east-west non-motorized route for travelers, and the corridor is a big attraction for recreational cyclists trying to minimize stops. This project is also ineligible for many state and federal grants that prioritize new trail construction over trail renovation.

Project Visuals and Map:

Project Title: Midtown Greenway Trail Resurfacing



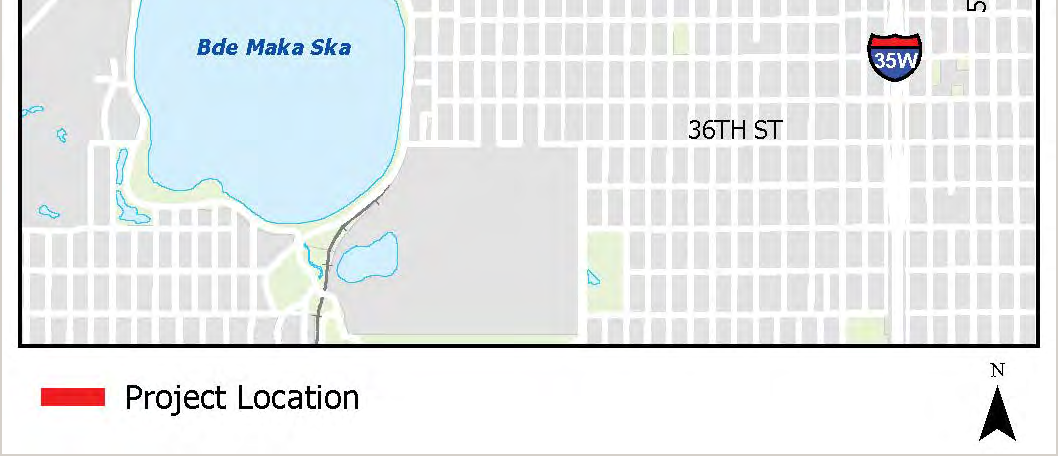
Minneapolis
City of Lakes

BP003 Midtown Greenway Trail Resurfacing

Contact: Abdullahi Abdulle, 612-673-5307

Project information is subject to change.

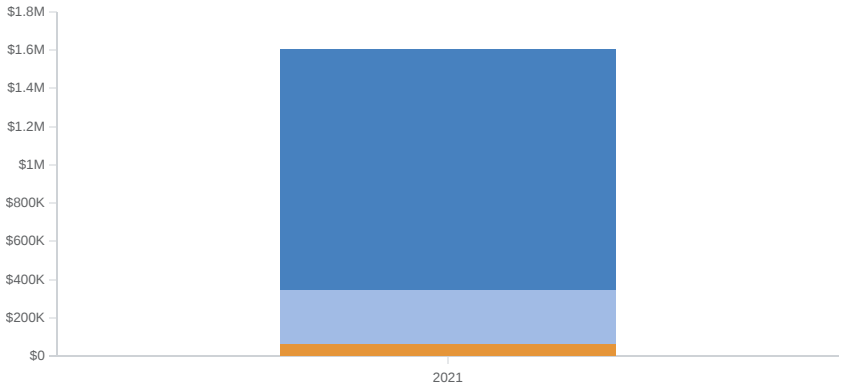




Project Cost Breakdown

BP003

Updated 2 weeks ago



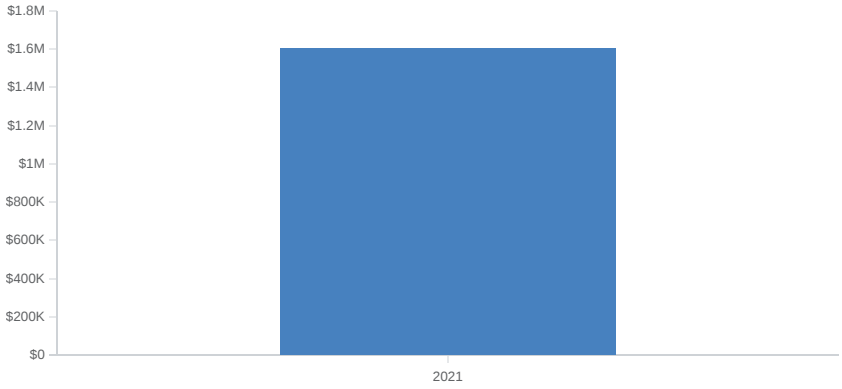
$1,605,000.00

Expenses in 2021

Department Funding Request

BP003

Updated 2 weeks ago



$1,605,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 5/26/2016.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No, Metro Transit routes are not allowed to utilize this corridor, but the Midtown corridor is identified as a future transitway by the Metropolitan Council. Over a dozen Metro Transit routes intersect the corridor, including multiple routes that stop at the Uptown Transit Center. This project should consider transit access points especially because the primary travel modes along the Midtown Greenway can easily transfer to the transit mode. This corridor is not labeled as a high-volume pedestrian corridor, but does serve a large number of pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, resurfacing the multi-use trail and access points to streets and transit centers will enhance travel for bicyclists and pedestrians. This route is very popular for bicyclists and pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the Midtown Greenway right-of-way most often 100 feet wide, but grades, encroachments, and bridge piers often limit utilization of much of the right-of-way. Access trails up to street level also create space challenges, and the potential for a future rail transitway would constrain right-of-way even further. Providing enough space for the already high number of bicycles utilizing the route is increasingly challenging.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicalbe

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Crack sealing and other preventative maintenance treatments have been used before and can be used again to keep the trail surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates beginning preliminary design and public involvement in 2020, completing a design in 2020 and resurfacing in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

BP004 Pedestrian Safety Program

Project Details:

Project Start Date: 04/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Matthew Dyrdahl
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (8 of 72)
Contact Phone Number: 612-673-3642
Website: Not Applicable

Project Location:

Address: Various Locations
City Sector: Citywide
Affected Neighborhoods: Various neighborhoods
Affected Wards: Multiple
Pedestrian Crossing Program

Project Description:

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Crossing Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but it will not be a large focus due to opportunities to address signalized intersections in other ways.

Purpose and Justification:

The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

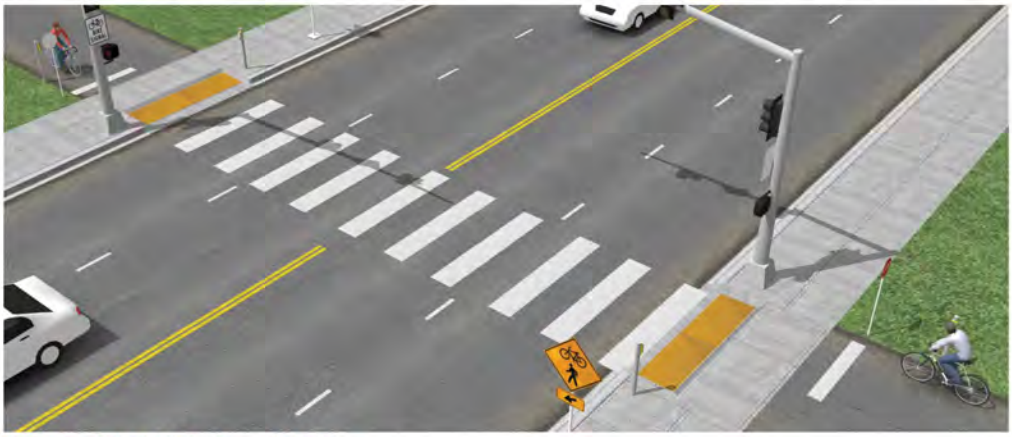
There has been an increased focus on street crossings improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at providing comfort and protection to pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the City for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Projects were prioritized based on the City's Vision Zero initiative, crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data.

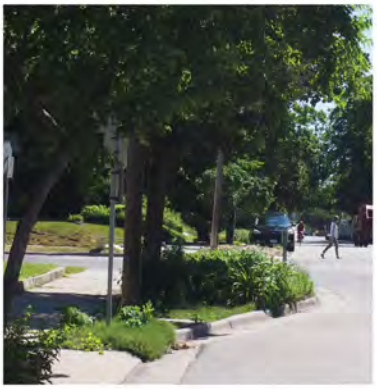
Project Visuals and Map:

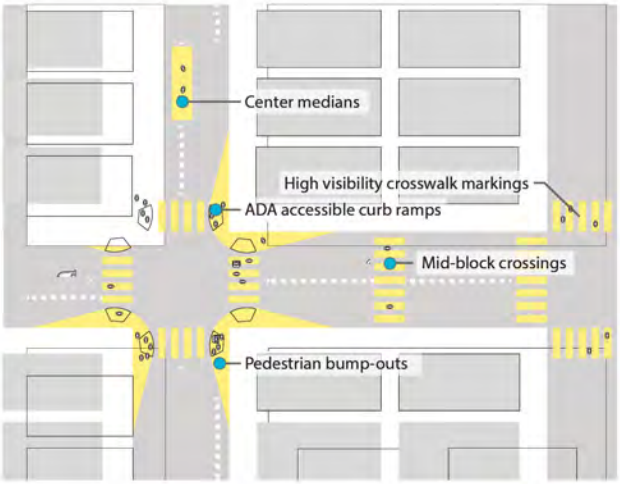
Project Title: Pedestrian Safety Program

The Pedestrian Safety Program increases comfort and livability within the city's neighborhoods by improving pedestrian crossings. The figures below show potential treatments that could be funded with this program.



Rendering of High Visibility Crosswalk Markings

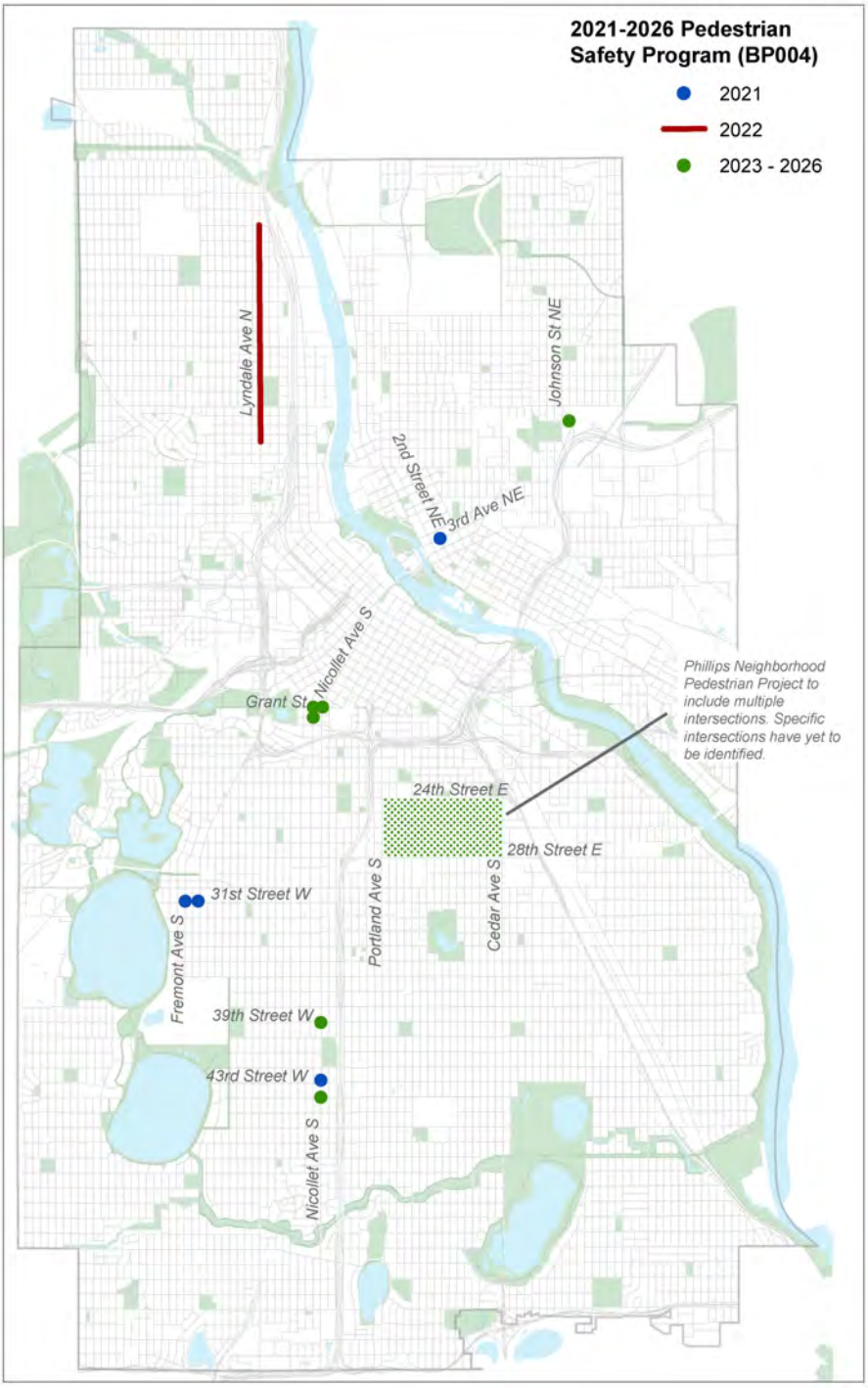




Minneapolis
City of Lakes

BP004 Pedestrian Safety Program
Contact: Simon Blenski, 612-673-5012

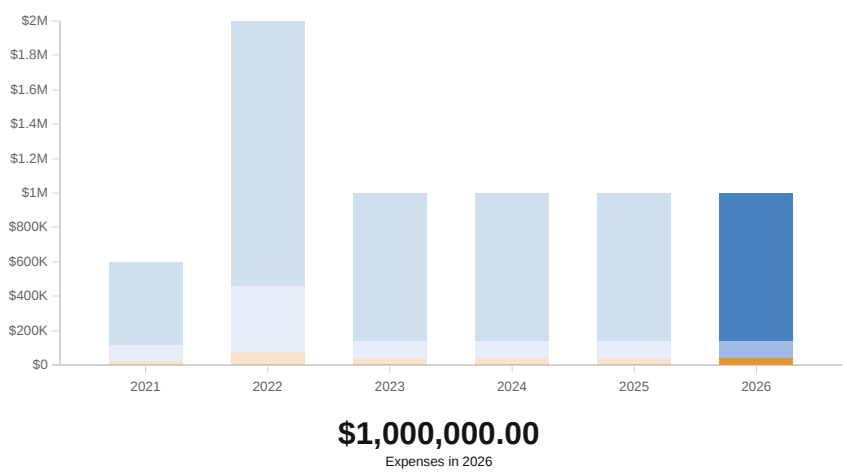
Project information is subject to change.


2021-2026 Pedestrian Safety Program (BP004)
2021
2022
2023 - 2026
Lyndale Ave N
Johnson St NE
2nd Street NE
3rd Ave NE
Nicollet Ave S
Grant St
Phillips Neighborhood Pedestrian Project to include multiple intersections. Specific intersections have yet to be identified.
24th Street E
28th Street E
Portland Ave S
Cedar Ave S
31st Street W
Fremont Ave S
39th Street W
43rd Street W
Nicollet Ave S

Project Cost Breakdown

BP004

Updated 2 weeks ago



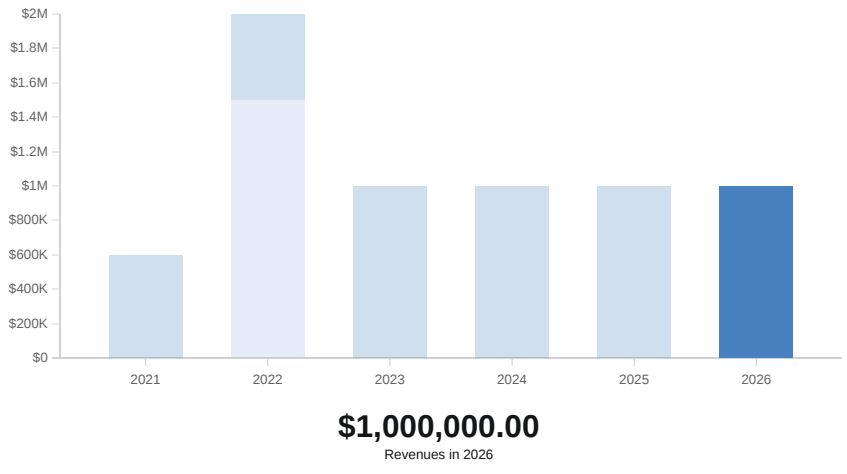
$1,000,000.00

Expenses in 2026

Department Funding Request

BP004

Updated 2 weeks ago



$1,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $1,000,000 of federal funding has been awarded to this project for construction in 2022.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and design review for this program took place May 25, 2017. The program was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
This program is citywide. The primary purpose of the Pedestrian Street Crossing Program is to improve the pedestrian experience. Transit is a critical connection to the pedestrian realm. Planned transitways and existing transit routes will be considered in the selection and design of projects in the program.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the Pedestrian Street Crossing Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
As a citywide program, projects will take place in a variety of street types, including those with constrained right-of-way. Given the focus on improvements that will enhance crossing the street, there is the potential of competition for space between different modes. There will be opportunities for innovation in design that will be based on the context of each project.

Operating Impacts

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure?
Existing

What is the expected useful life of the project/Improvement? Varies – 50 years for concrete items such as sidewalks, curb extensions, traffic circles, and medians. 10 years for bituminous related items such as speed humps. 5 years for durable street markings such as crosswalks.

Year that Operating Incr/(Decr) will take effect?
2020-2024
What is the estimated annual operating cost increase or (decrease) for this project? typical project within this program would add an additional $1,000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair.

Any Prior Year Remaining Bond Authorizations?
No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

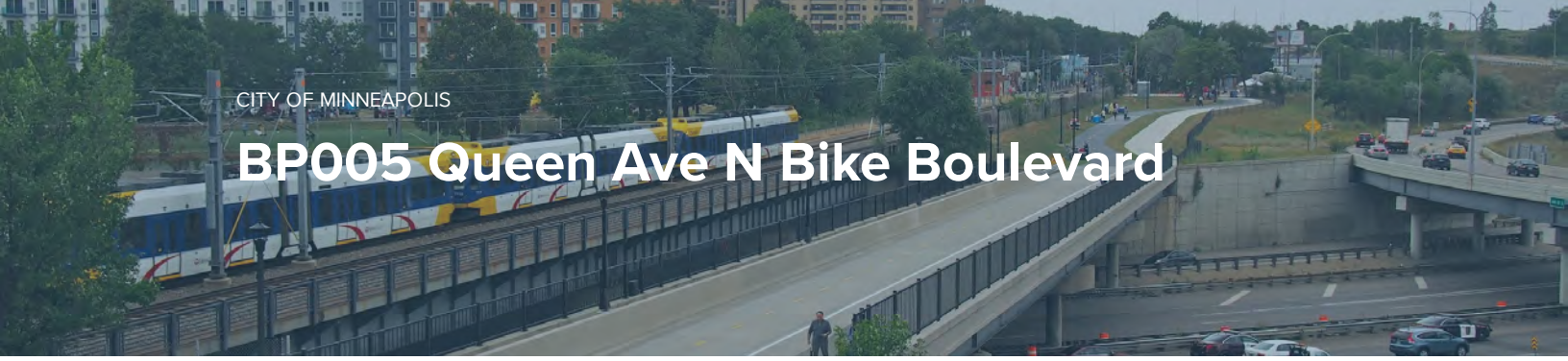
Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
Capital improvement projects in this program enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

BP005 Queen Ave N Bike Boulevard

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Mike Samuelson
Level of Need: Significant
Estimated Project Completion Date: 11/15/2021
Department Priority: 30 of 57
Contact Phone Number: (612) 673-3884
Website: TBD

Project Location:

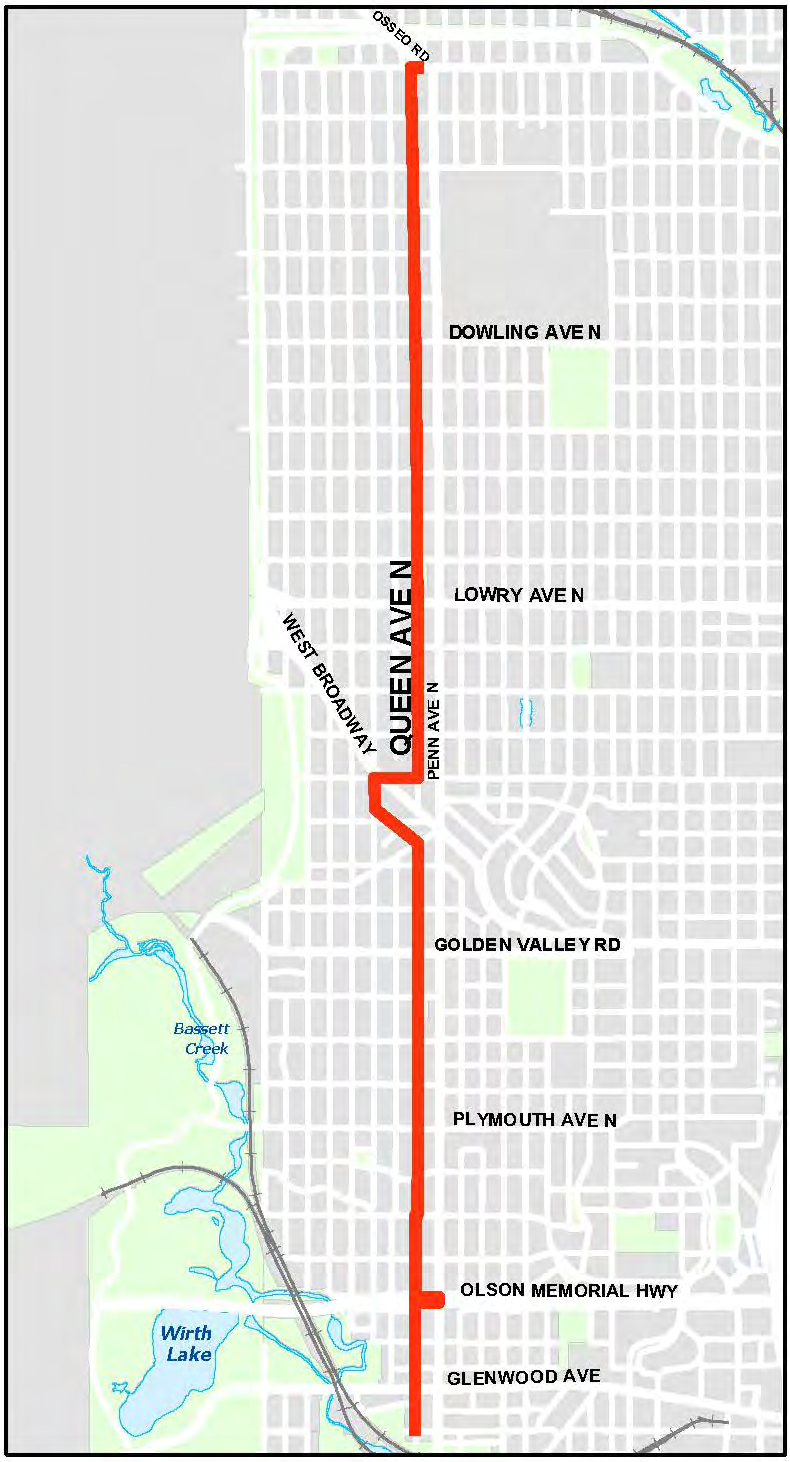
Address: Queen Ave N Bicycle Boulevard
City Sector: North
Affected Neighborhoods: Various
Affected Wards: 4 and 5
2nd Ave N to 44th Ave N

Project Description:

The proposed project will create a bicycle boulevard along Queen Avenue North, for approximately 4.0 miles in North Minneapolis extending from 44th Avenue North to Glenwood Avenue. This segment is currently a low volume local street serving as a parallel route to Penn Avenue. The corridor will receive bicycle boulevard treatments, intersection improvements, and traffic calming measures. The project will also include ADA improvements to any intersection receiving upgrades. Project treatments and improvements include, but are not limited to: signing, striping, traffic circles, diverters, medians, bumpouts, and ADA pedestrian ramps.

Purpose and Justification:

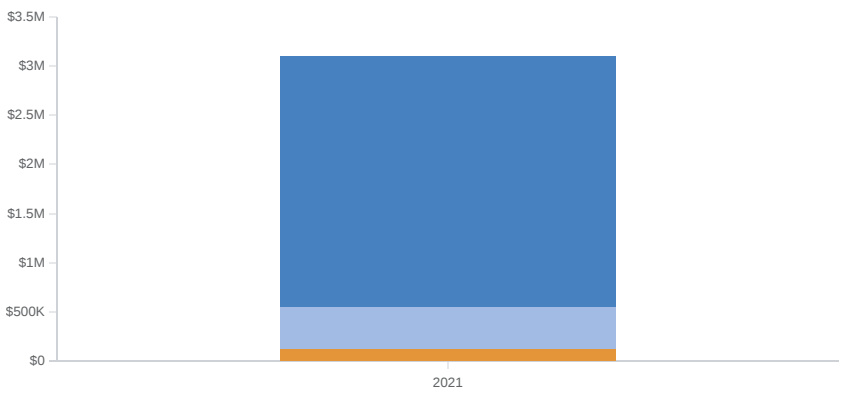
The project is located adjacent to the Penn Avenue North corridor, a high volume (6,000-12,000 ADT) arterial. Queen Avenue North serves as a strong connection point to the residential neighborhoods of North Minneapolis west of Penn Avenue, connecting to Lucy Laney K-5 School, Cleveland and Willard Parks, and key arterials/collectors of Olson Memorial Highway (TH 55), Plymouth Avenue, Golden Valley Road, West Broadway Avenue, Lowry Avenue, Dowling Avenue, 42nd Avenue N, and 44th Avenue N. Both the Penn Avenue and TH 55 corridors are anticipated to see significant growth over the next few years through the implementation of the METRO Blue Line Extension Light Rail Transit and the METRO C-Line Bus Rapid Transit (BRT) transitway routes. Implementation of a bicycle boulevard along Queen Avenue North, adjacent to these major transit routes will help to facilitate connection points creating a successful multimodal network throughout North Minneapolis. Construction of the Queen Avenue North Bicycle Boulevard will make progress toward meeting an identified need for commuter and recreational bicycle linkages between northern Minneapolis and TH 55 at the southern end of the corridor.


OSSEO RD
DOWLING AVE N
LOWRY AVE N
QUEEN AVE N
WEST BROADWAY
PENN AVE N
GOLDEN VALLEY RD
Bassett Creek
PLYMOUTH AVE N
OLSON MEMORIAL HWY
Wirth Lake
GLENWOOD AVE
Project Location
N

Project Cost Breakdown

BP005

Updated 2 weeks ago



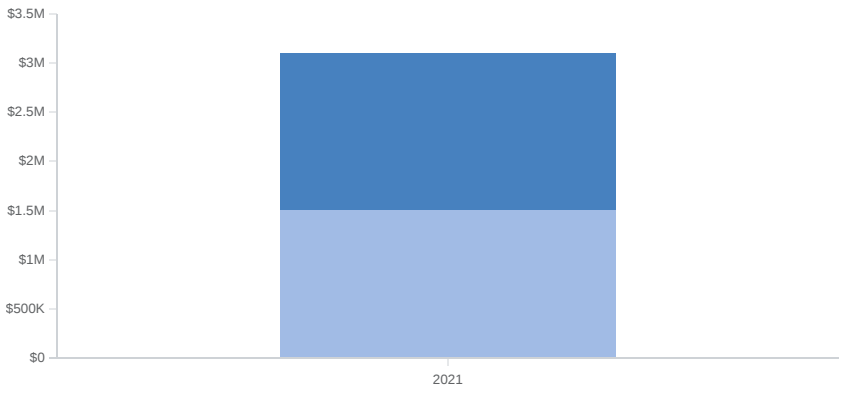
$3,100,000.00

Expenses in 2021

Department Funding Request

BP005

Updated 2 weeks ago



$3,100,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $1,000,000 of federal funding has been awarded to this project for construction in 2021. Also, Hennepin County has committed $200,000 to the project.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
There is design coordination between the City of Minneapolis, Hennepin County, Metro Transit and Minneapolis Park and Recreation Board on this project.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans. Provide specific policy references.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on May 25, 2017. The project was found consistent with the comprehensive plan by the City Planning Commission.

Economic Development

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:
Improvements involved in this bicycle boulevard including signing and striping, traffic calming elements, and ADA compliant pedestrian ramps along the corridor will encourage increased pedestrian and bicycle activity along the route. This increased activity will benefit businesses and other entities along Queen Avenue North, generally promoting economic vitality.

Does the project support redevelopment opportunity that without the project would be infeasible?
This bicycle boulevard will benefit two major transit projects, the C-Line BRT on Penn Avenue North and the Metro Blue Line Extension on Olson Memorial Highway. Streetscape improvements along the corridor will increase willingness to walk or bike along it as the beginning or ending of a given trip, contributing to increased ridership for the transit projects.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No, however the project will directly connect to two major transit projects, the C-Line BRT on Penn Avenue North and the METRO Blue Line Extension on Olson Memorial Highway.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing improved sidewalks, bicycle facilities, traffic calming measures, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained. Bicyclists, motorists, and people parking will all have to share the street. Innovative traffic calming elements will be used to make it a safer place for users of all modes.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60 years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? Not Applicable
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Not Applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Public Works anticipates beginning preliminary design and public involvement in 2018, completing a design in 2020, and implementation in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year project. Spreading the project over two or more years decreases cost effectiveness.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

This project leverages Federal funding and Hennepin County Community Works funding. This project also improves walking and bicycling in an area of the city in need of non-motorized improvements.

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CITY OF MINNEAPOLIS

BP006 18th Ave NE Trail Gap (Marshall St NE to California St NE)

Project Details:

Project Start Date: 4/15/2022
Ongoing Program: Y/N
Submitting Department: Public Works
Contact Person: Trey Joiner
Level of Need: Significant
Estimated Project Completion Date: 11/15/2022
Department Priority: 36 of 75
Contact Phone Number: (612) 673-3614
Website: TBD

Project Location:

Address: 18th Ave NE Trail Gap (Phase 2)
City Sector: East
Affected Neighborhoods: Sheridan & Bottineau
Affected Wards: 3
Marshall St NE to California St NE

Project Description:

The proposed project will acquire the necessary trail easements and construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project will extend the existing trail between Marshall Street NE and California St NE, connecting the recently constructed East River Trail to the 18th Ave NE Trail. The proposed alignment will cross BNSF property between the remaining BNSF railroad tracks and the Xcel transmission lines. The project will include the acquisition of the necessary trail easements, construction of a new trail, ADA pedestrian ramps, lighting, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

Purpose and Justification:

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has long been identified in the City's Bicycle Master Plan and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River.

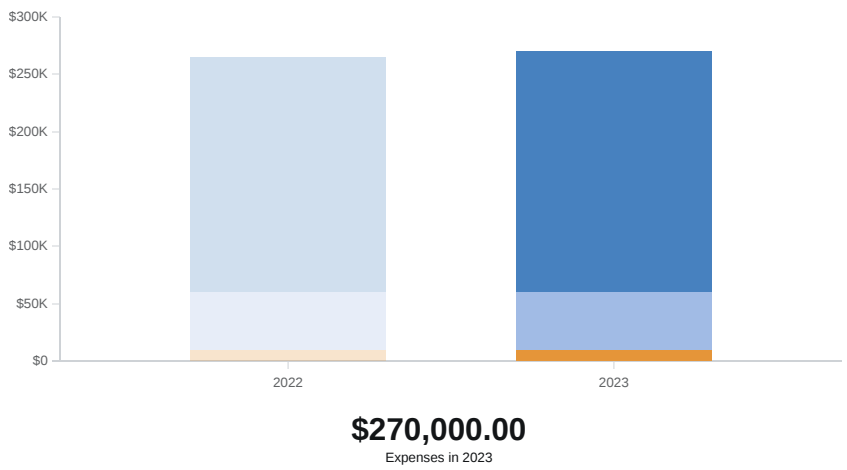
Project Visuals and Map:



Project Cost Breakdown

BP006

Updated 2 weeks ago



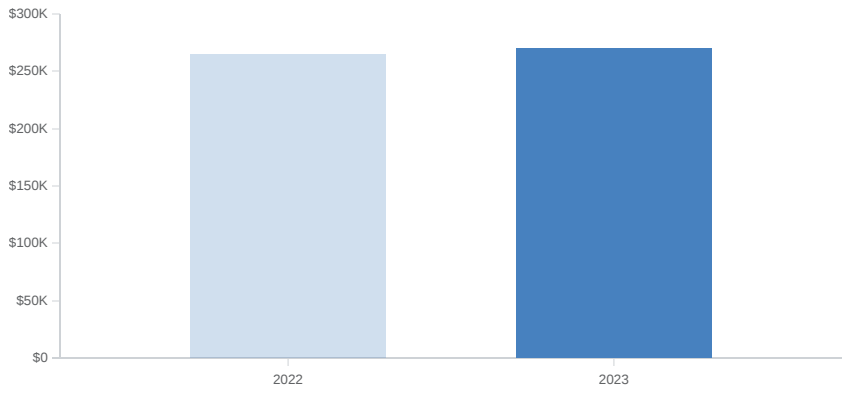
$270,000.00

Expenses in 2023

Department Funding Request

BP006

Updated 2 weeks ago



$270,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design review was completed on 6/17/2018.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains Existing Tax Base
Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, the Minneapolis Bicycle Master Plan defines this corridor as an off-street route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, this project seeks to provide a trail connection for people walking and biking with crosswalks, cross treatments and providing ADA compliant curb ramps as a part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the proposed trail would need an agreement to construct and operate in an existing railroad right of way.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 20 Years
Year that Operating Incr/(Decr) will take effect? 2022
What is the estimated annual operating cost increase or (decrease) for this project? $1,500
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is an increase in the annual operating budget. In general, the cost to maintain a trail is estimated at $10,560 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.14 miles, the estimated annual cost to maintain this trail is $1,478.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
see answer above

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

BP007 Northside Greenway Phase 1, Humboldt/Irving Ave N

Project Details:

Project Start Date: 4/15/2026
Ongoing Program: Y/N
Submitting Department: Department of Public Works
Contact Person: Matthew Dyrdahl
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: 37 of 75
Contact Phone Number: 612-673-3642
Website:

Project Location:

Address: Humboldt Ave N & Irving Ave N
City Sector: North
Affected Neighborhoods: Webber-Camden, Folwell, Jordan.
Affected Wards: 4 & 5
44th Ave N to 26th Ave N

Project Description:

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Ave N for approximately 2.5 miles in North Minneapolis, extending from 44th Ave N to 26th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA improvements to intersection receiving substantial upgrades. Project treatments and improvements include, but are not limited to: signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

Purpose and Justification:

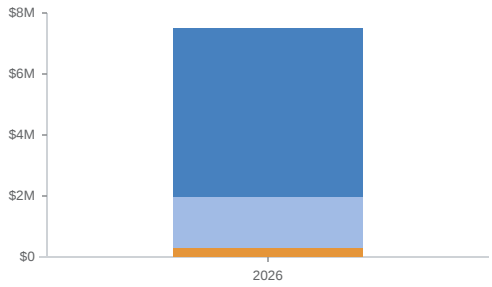
This project is intended to improve the right of way for all users while prioritizing and optimizing travel for people walking, bicycling, and rolling. Since 2012, the Departments of Health and Public Works at the City of Minneapolis have been exploring the possibility of converting low-volume streets in north Minneapolis into a greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed Northside Greenway route (36th Ave N to 30th Ave N) and conducted an extensive evaluation of the project. The Northside Greenway is proposed to provide a designated, low stress corridor to pedestrians, bicyclists of all ages and abilities, connecting people to destinations, while increasing safety for all users.



Project Cost Breakdown

BP007

Updated 2 weeks ago



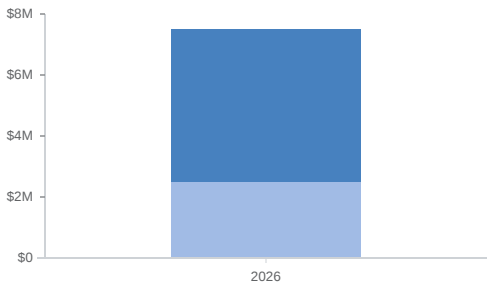
$7,500,000.00

Expenses in 2026

Department Funding Request

BP007

Updated 2 weeks ago



$7,500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?

Describe status and timing details of secured or applied for grants or other non-City funding sources: No grants or non-city funding has been sucured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission: Not yet been completed.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience. This project will be adjacent to the Royalston station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the right-of-way is constrained. Traffic calming elements will be used to make the street a safer place for all users.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 60
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? N\A
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: No

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
N\A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project .

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
N\A

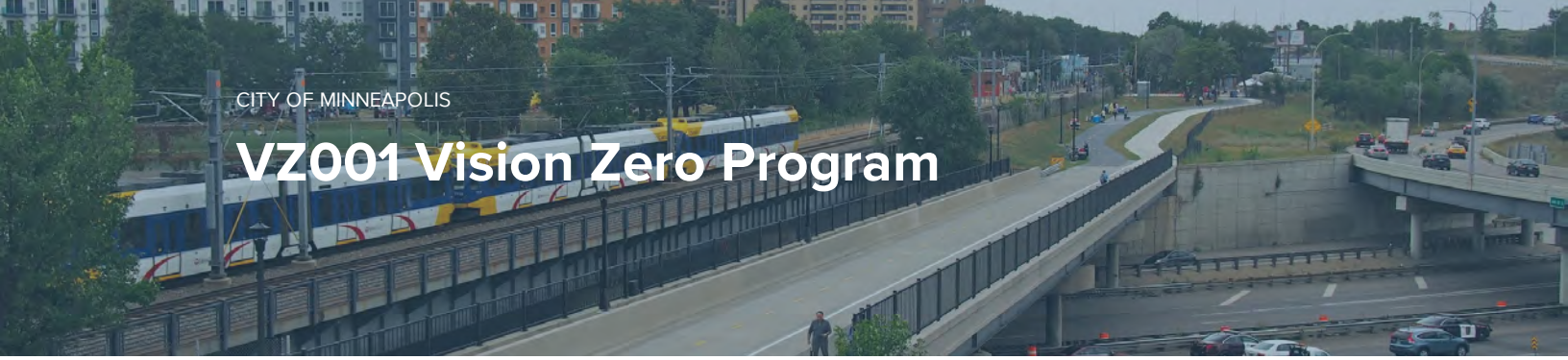
Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
N\A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

VZ001 Vision Zero Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Yes
Submitting Department: Public Works
Contact Person: Ethan Fawley
Level of Need: Significant
Estimated Project Completion Date: 11/15/2026
Department Priority: (1 of 72)
Contact Phone Number: (612) 673-5983
Website:

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

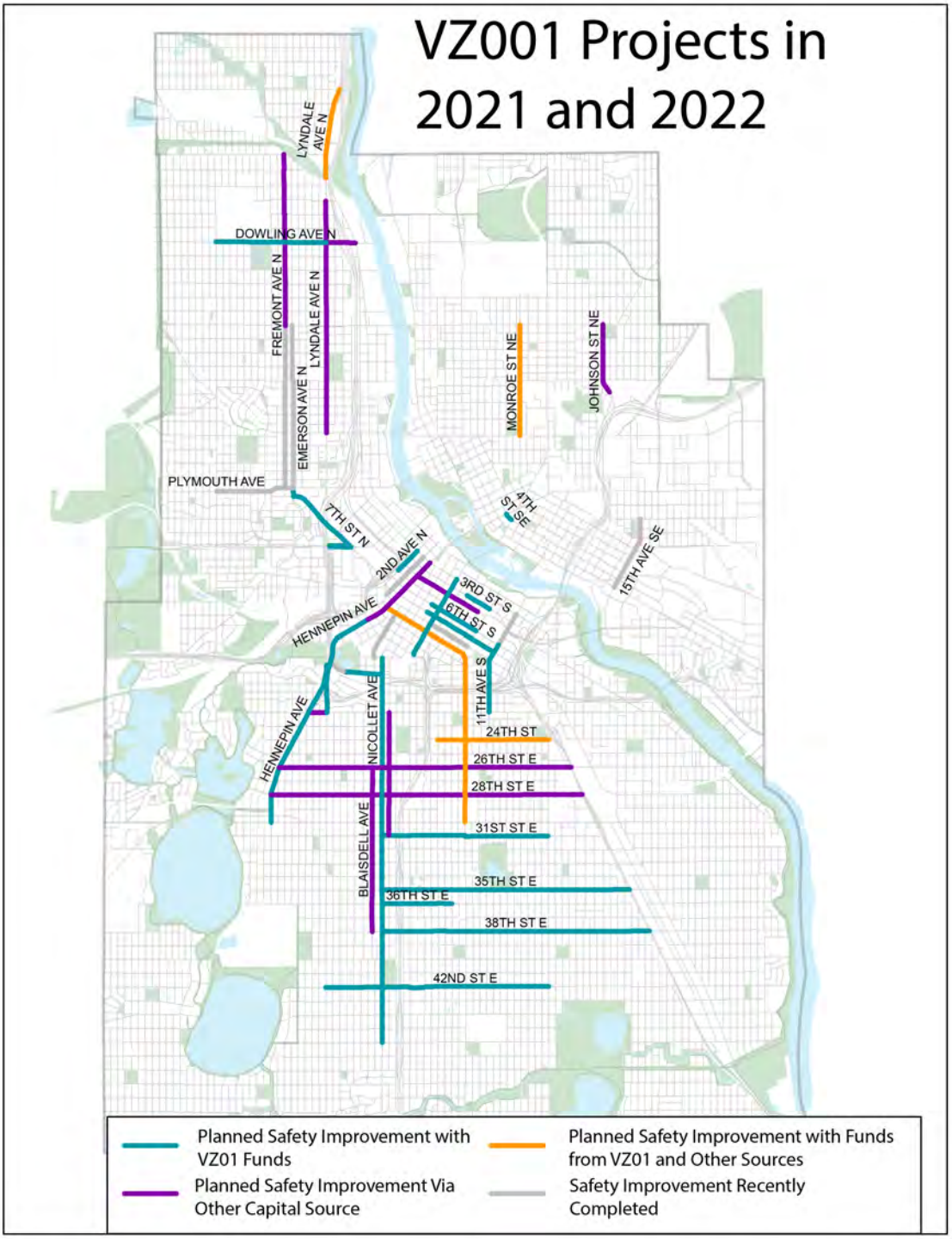
Project Description:

This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan. Safety improvements will consist of, but are not limited to, treatments that have proven effective at eliminating crashes and encourage safer driving behaviors. These improvements are intended to provide a similar user experience as curb extensions, medians, and lane narrowing. Safety improvements may be provided through curbs, medians, bollards/flexible traffic posts, planters, turning wedges, hardened centerlines, or other vertical features. Other crossing improvements to be considered will include durable crosswalk markings, high visibility pavement markings, ADA accessible curb ramps, and active warning beacons.

Purpose and Justification:

The Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vison Zero Action Plan (2020-2022) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets.

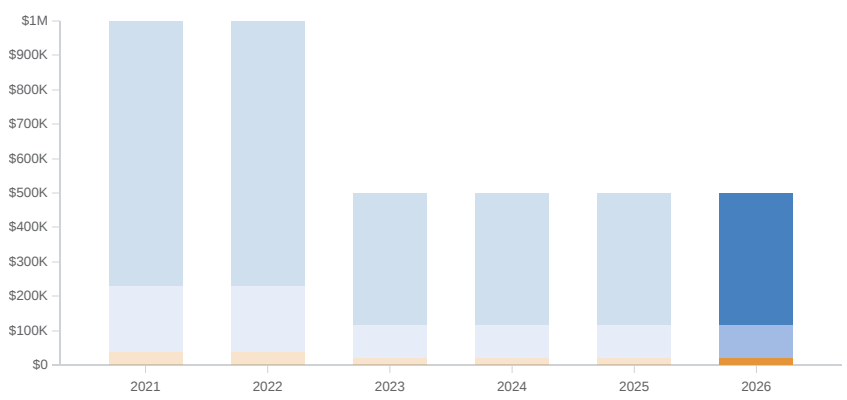
Program Location Map



Project Cost Breakdown

VZ001

Updated 2 weeks ago



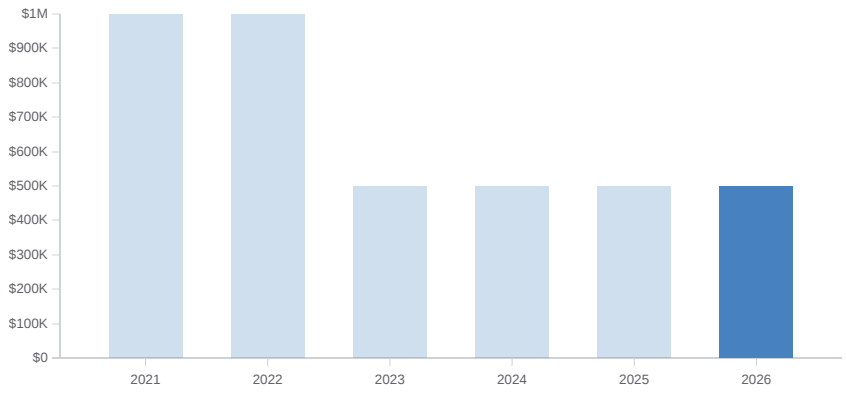
$500,000.00

Expenses in 2026

Department Funding Request

VZ001

Updated 2 weeks ago



$500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not applicable

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network. This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this program has not occurred.

Economic Development

Will the project contribute to growth in the city's tax base? No
Describe the economic development impact of the project: Maintains existing tax base

Describe the economic development impact of the project:
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Reducing severe and fatal crashes is part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
These projects will provide more safe conditions on Minneapolis Streets for all modes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, right-of-way is constrained in most of these corridors, and there are tradeoffs in some of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of the Vision Zero Action Plan. Many of the safety treatments that will be implemented do not require tradeoffs between modes.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 10
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A
Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Maintenance costs will vary depending on the type of treatment installed. Public Works has calculated estimates for annual maintenance of similar treatments, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more safety projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Unspent balances will be rolled forward to fund the Vision Zero Program in future years. The size and the scope of work can be adjusted to use available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement six to twelve months before each safety project is scheduled for implementation.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Projects are anticipated to be less than one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.

Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Insert detail here.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Insert detail here.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

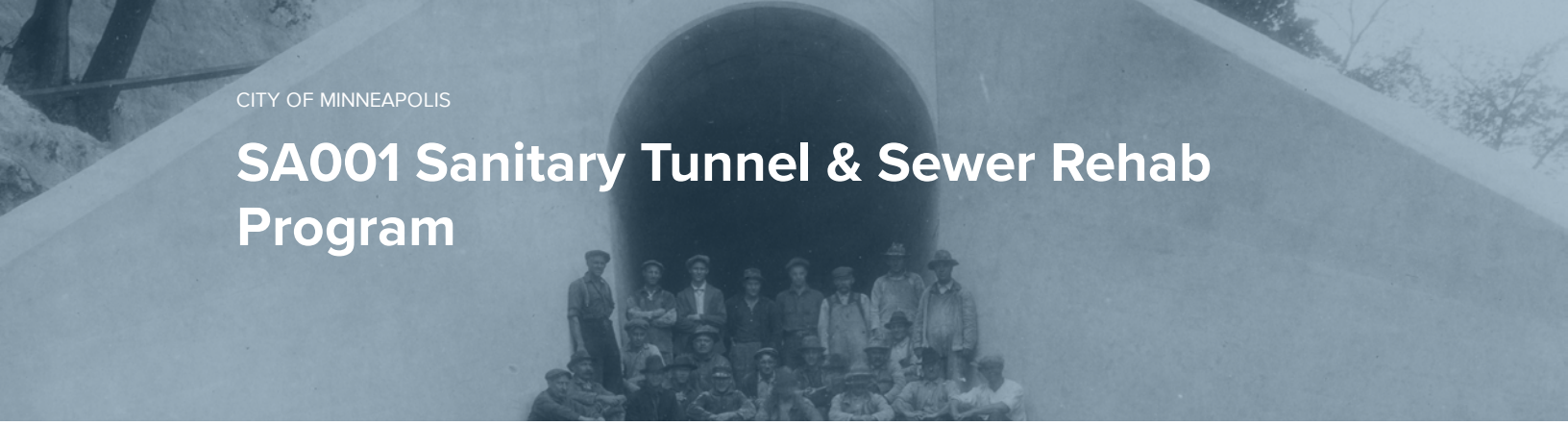
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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CITY OF MINNEAPOLIS

SA001 Sanitary Tunnel & Sewer Rehab Program

Project Details:

Project Start Date: 01/01/21
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kevin Danen
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 1 of 3
Contact Phone Number: (612) 673-5627
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Description of Location

Project Description:

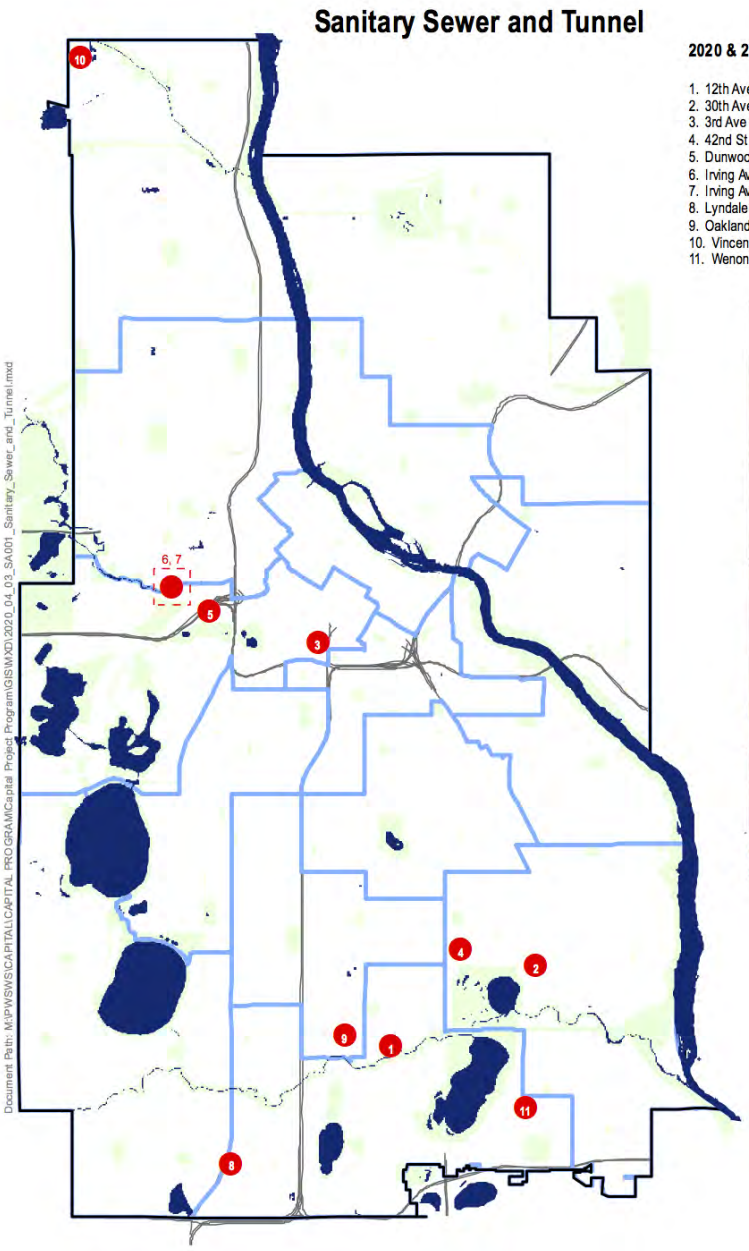
This program establishes the annual funding needed to perform repair and rehabilitation activities as needed to the sanitary sewer system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division. The primary targeted components of the project are repairs and rehabilitation to the system piping, lift stations, tunnels and access structures.

Purpose and Justification:

The City owns and operates approximately 832 miles of sanitary sewer piping, 10 sanitary lift stations and 5.5 miles of deep collection tunnels. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system and providing better access to the deep collection tunnels to allow for proper maintenance and ongoing maintenance to lift stations. Currently condition assessments are being made to the sanitary system with an ongoing effort being made to comprehensively address the aging sanitary piping system in order to improve the reliability of the system. The installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the lift stations. Ongoing work includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, removing system structural flow restrictions and repairing manholes. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map:



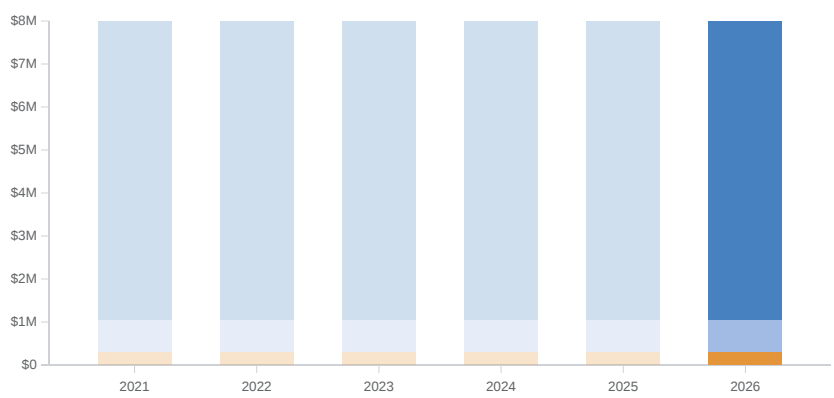


City of Minneapolis crews working underground

Project Cost Breakdown

SA001

Updated 2 weeks ago



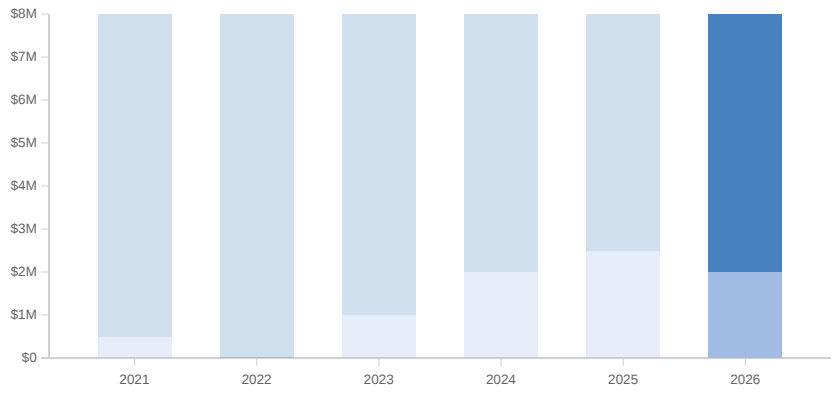
$8,000,000.00

Expenses in 2026

Department Funding Request

SA001

Updated 2 weeks ago



$8,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
If yes, please include grant source and amount

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? No.

Describe the economic development impact of the project:
No.

Does the project support redevelopment opportunity that without the project would be infeasible?
No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No.

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? Existing.
What is the expected useful life of the project/Improvement? 50 years.
Year that Operating Incr/(Decr) will take effect? Ongoing.
What is the estimated annual operating cost increase or (decrease) for this project? (100,000)
Any Prior Year Remaining Bond Authorizations? TBD
Prior Year Remaining Bond Authorizations: TBD

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
SA001 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.
Below is a description of how this project meets each of the City's Goals.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
DOES NOT APPLY

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Minneapolis Public Works Tunnel Management Program
Benefits of Preventative Maintenance

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CITY OF MINNEAPOLIS

SA036 Infiltration & Inflow Removal Program

Project Details:

Project Start Date: 1/1/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kelly Moriarity
Level of Need: Significant
Estimated Project Completion Date: 12/31/2026
Department Priority: 2 of 3
Contact Phone Number: 612-673-3617
Website: TBD

Project Location:

Address: City Wide
City Sector: CityWide
Affected Neighborhoods: City Wide
Affected Wards: All

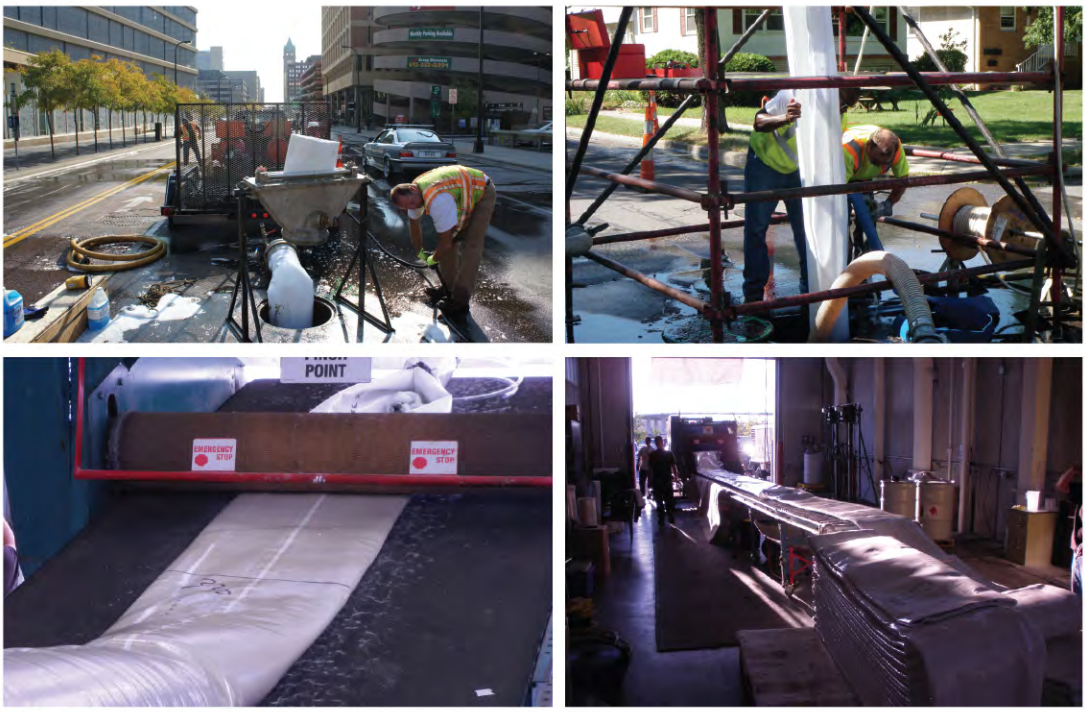
Project Description:

This program focuses on implementing an inflow and infiltration (I&I) reduction program based on Metropolitan Council Environmental Service's (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) elimination efforts. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities include but are not limited to rehabilitation projects, lining of sewer pipes, and manhole lining/repairs.

Purpose and Justification:

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risks for overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The reduction of clear water in the sanitary sewer system is also required by MCES, which provides regional wastewater collection and treatment. The MCES Ongoing I&I surcharge program is based on reducing peak flow from the city sanitary system that occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I. Reduction of I&I also reduces the total volume of wastewater sent to the treatment plant and therefore reduces the amount of money the City has to pay MCES to treat wastewater.

Project Visuals and Map:



Cured-in-Place Pipe Lining



Manhole Cover Replacement



Infiltration & Inflow Repairs

Partnerships

Have Grants for this Project been secured?
Not for current year, but will seek out new grants as they become available.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has applied for and received grant funding from the State through the Met Council for I&I mitigation projects whenever these grants become available. The City has received $3,485,818 in grant funding from 2011-2019 to supplement the City's I&I program. These grants typically pay for 25% of the cost and require a local share of 75%.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
MCES provided funding thru their grant programs for portions of multiple projects

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

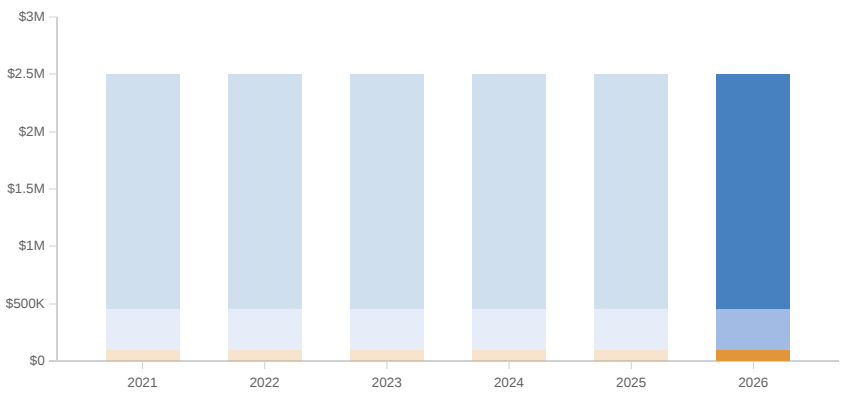
This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Project Cost Breakdown

SA036

Updated 2 weeks ago



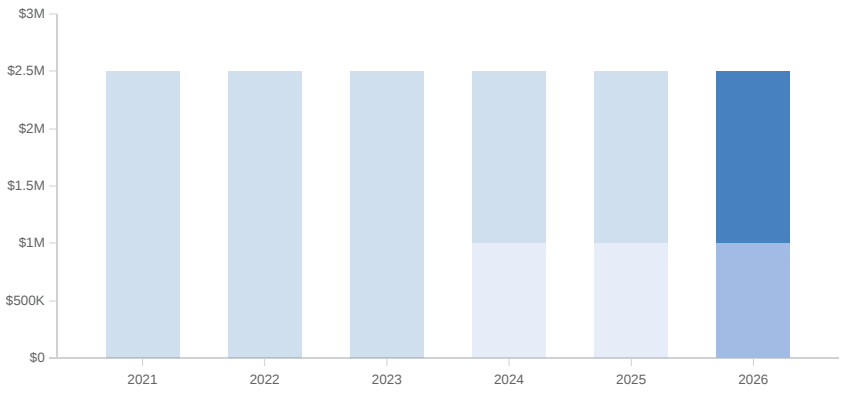
$2,500,000.00

Expenses in 2026

Department Funding Request

SA036

Updated 2 weeks ago



$2,500,000.00

Revenues in 2026

Economic Development

Will the project contribute to growth in the city's tax base?
Indirectly supports

Describe the economic development impact of the project:
Removal of Inflow and Infiltration from Sanitary Sewers can provide additional capacity for future development more cost effectively than expanding system

Does the project support redevelopment opportunity that without the project would be infeasible?
No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
N/A

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Both, but primarily consists of rehab/repair of existing.
What is the expected useful life of the project/Improvement? 50 years
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $413,940

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Operating Costs were determined with past practices, and this work does not result in increased operating costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Primarily consists of rehab/repair of existing, results in longer useful life of existing assets.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
No future capital investment is required to realize the expected useful life of these improvements.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
SW036 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program has some flexibility between years in the five-year plan, but MCES requires steady investment in I&I reduction.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

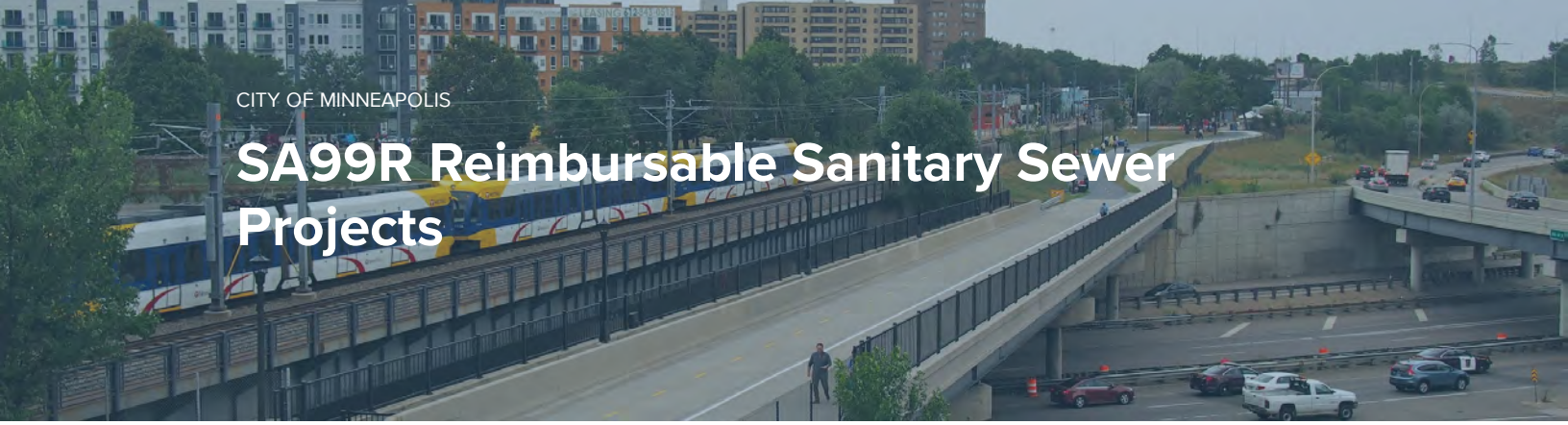
Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SA99R Reimbursable Sanitary Sewer Projects

Project Detail:

Project Start Date: 01/01/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person:
Level of Need: Desirable
Estimated Project Completion Date: 12/31/2026
Department Priority:
Contact Phone Number:
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

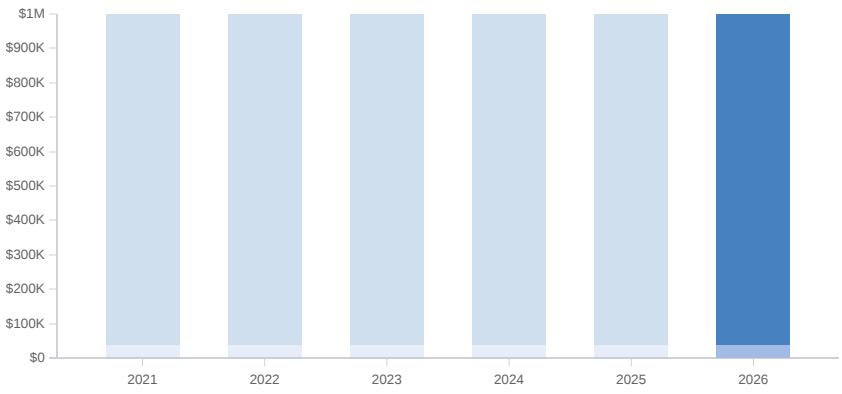
Purpose and Justification:

Reimbursable Sanitary Sewer projects.

Project Cost Breakdown

SA99R

Updated 2 weeks ago

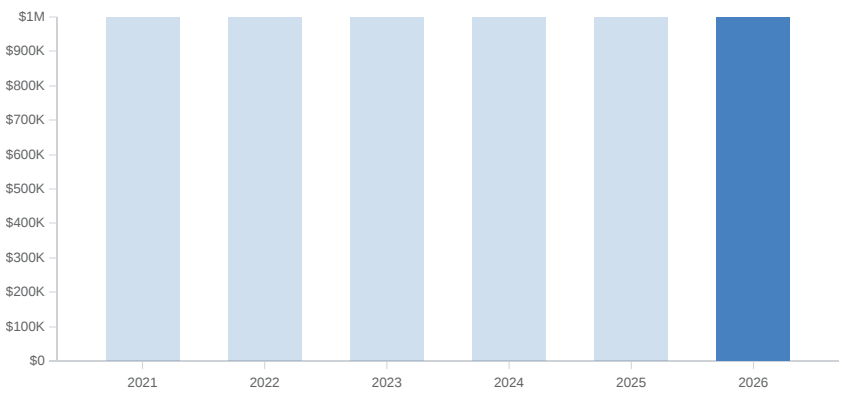


$1,000,000.00
Expenses in 2026

Department Funding Request

SA99R

Updated 2 weeks ago



$1,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:
N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Varies - generally these do result from a partnership.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 9 - Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit. (Policy 17: Complete Streets)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project?"
Any Prior Year Remaining Bond Authorizations?
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Sanitary Sewer Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
TBD

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
DOES NOT APPLY

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
DOES NOT APPLY

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
DOES NOT APPLY

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
DOES NOT APPLY

Arts and Culture:

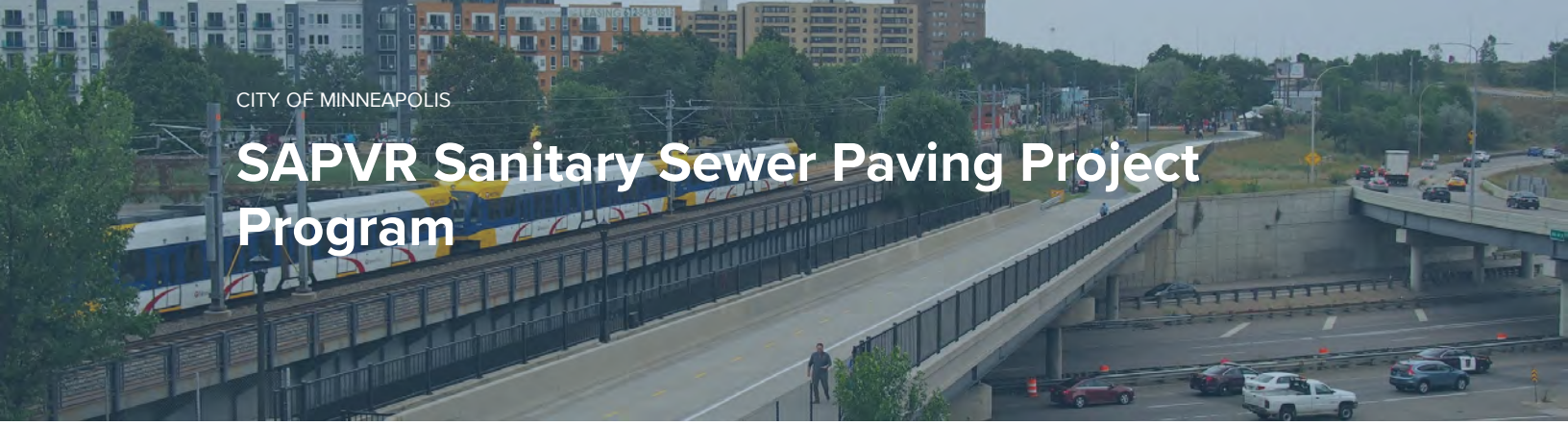
The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
DOES NOT APPLY

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SAPVR Sanitary Sewer Paving Project Program

Project Details:

Project Start Date: 4/15/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kevin Danen
Level of Need: Important
Estimated Project Completion Date: 11/15/2026
Department Priority: 3 of 3
Contact Phone Number: (612) 673-5627
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various paving projects throughout the City.

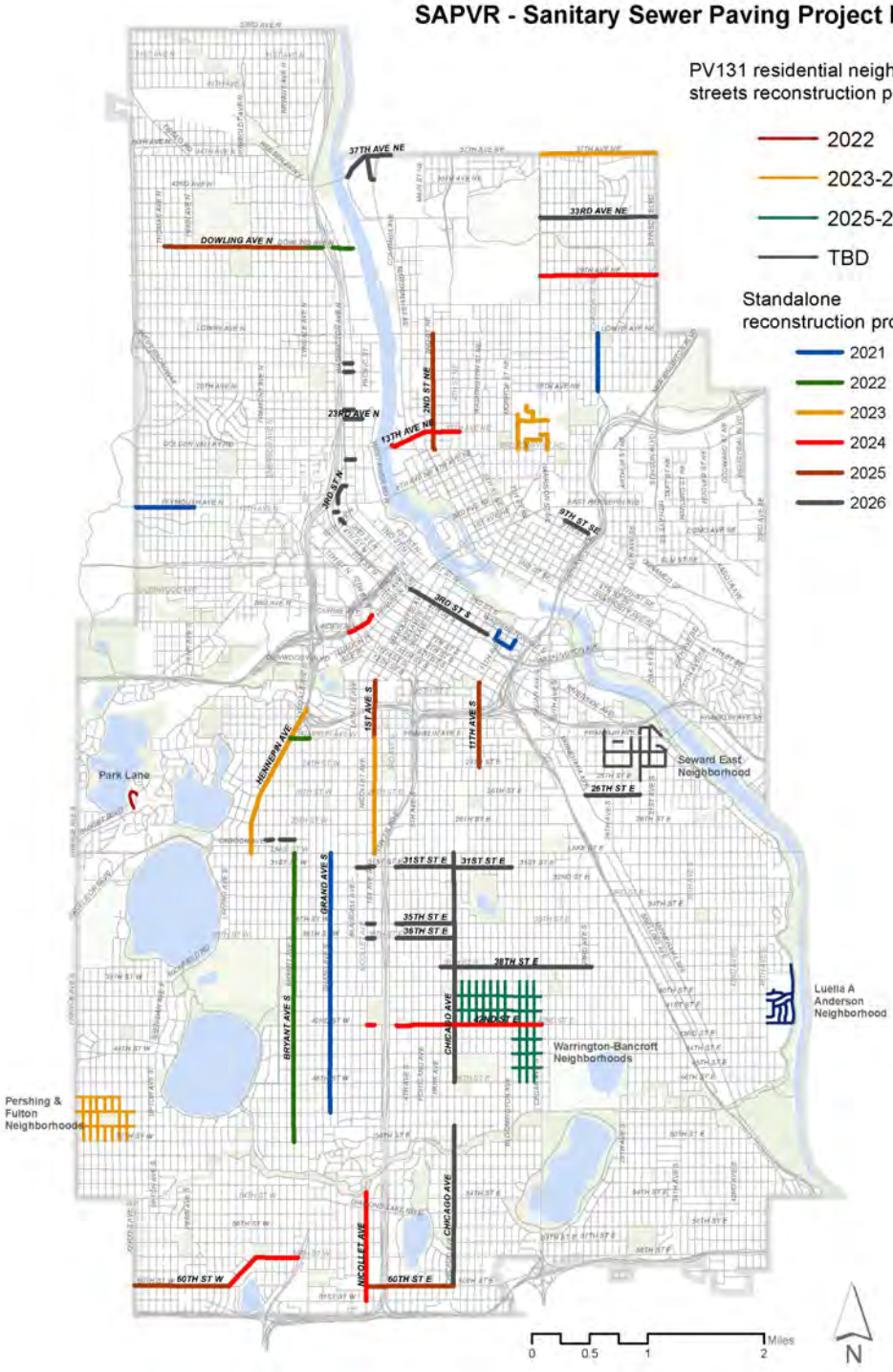
Project Description:

This program establishes annual funding to perform data driven repair and rehabilitation activities as needed to the sanitary sewer system in coordination with capital paving projects. The program will maximize City-wide investments by aligning sewer rehabilitation projects with street reconstruction or resurfacing.

Purpose and Justification:

The City owns and operates approximately 832 miles of sanitary sewer piping. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and the treatment plant, both owned and operated by the Metropolitan Council Environmental Services. To maintain system functionality the City uses condition and risk data to identify and prioritize sewer infrastructure rehabilitation needs. Coordinating the underground infrastructure repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for sanitary sewer and paving projects that disrupt the right of way.

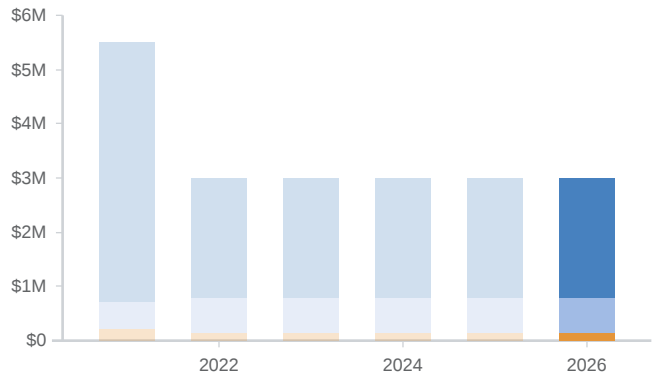
SAPVR - Sanitary Sewer Paving Project Program



Project Cost Breakdown

SAPVR

Updated 2 weeks ago



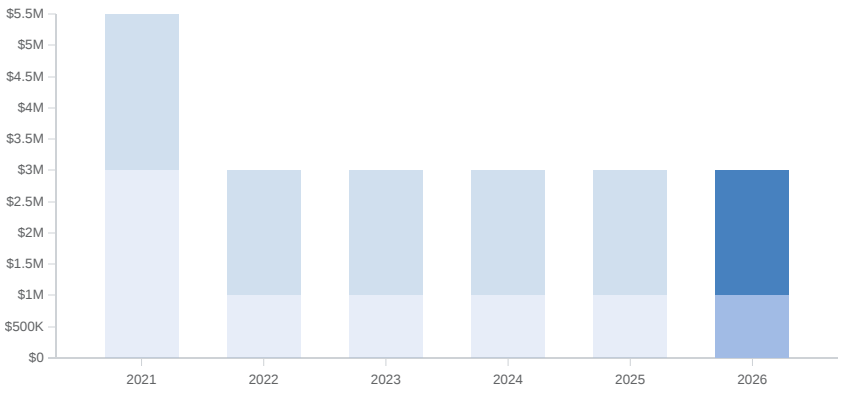
$3,000,000.00

Expenses in 2026

Department Funding Request

SAPVR

Updated 2 weeks ago



$3,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 9 - Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit. (Policy 17: Complete Streets)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review has not occurred for this project yet.

Economic Development

Will the project contribute to growth in the city's tax base?
Not Applicable

Describe the economic development impact of the project:
Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not Applicable

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 50 Years
Year that Operating Incr/(Decr) will take effect? Ongoing
What is the estimated annual operating cost increase or (decrease) for this project? The budget will vary and will be based on the needs of the sanitary sewer system in the location of capital paving projects
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Investing in sanitary sewer rehabilitation will ultimately decrease operating costs as savings are realized in labor, equipment and material expenses associated with the ongoing maintenance and small repairs of the areas in most need. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
SAPVR is set up as part of a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program is established to coordinate funding to occur in advance or concurrently with street paving projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.

Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

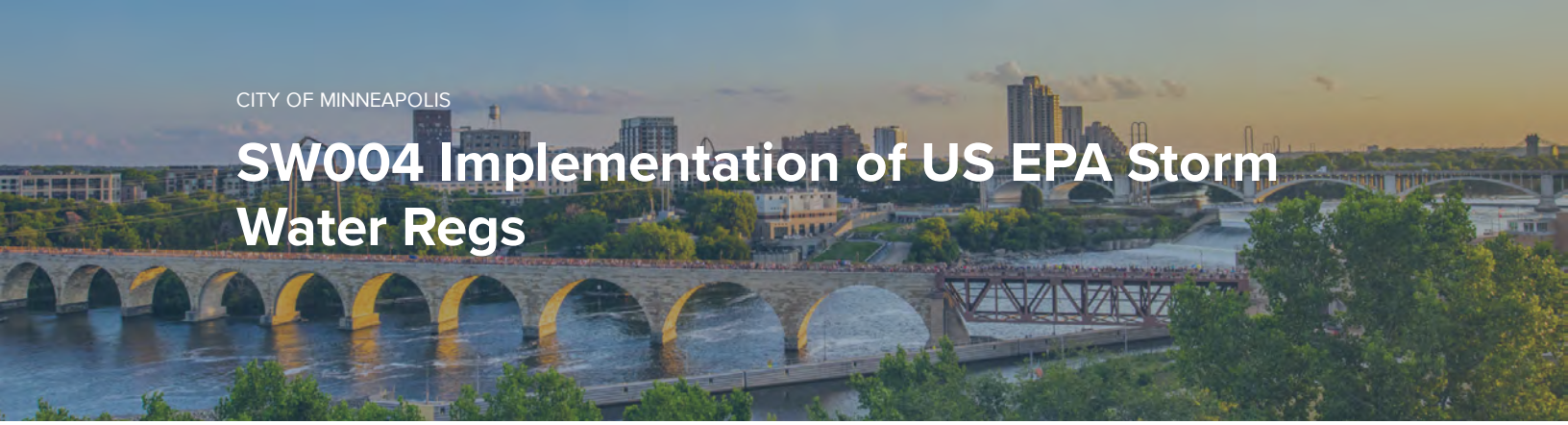
Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SW004 Implementation of US EPA Storm Water Regs

Project Detail:

Project Start Date: 1/1/21
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Liz Stout
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 2 of 6
Contact Phone Number: 612-673-5284
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Description of Location

Project Description:

This program will allow the implementation of individual projects typically referred to as Best Management Practices (BMPs) designed to mitigate the pollution effects of urbanization on stormwater runoff. Structural BMPs are capital improvement projects such as bio-infiltration basins, tree trenches, raingardens, and other types of green infrastructure, whereas non-structural BMPs are practices and programs such as street sweeping and system maintenance activities. Projects under this program would be opportunities to construct BMPs focused on water quality that cannot otherwise be coordinated within other programs like flood mitigation or paving project requirements. These projects improve the runoff being discharged to the lakes, streams, and Mississippi River in the City of Minneapolis.

Purpose and Justification:

The primary purpose for this project is to assist the City in complying with National Pollutant Discharge Elimination system (NPDES) Stormwater Management requirements. The objective of these requirements is to improve the overall water quality of our receiving surface waters.

Project Visuals and Map:



Rain Gardens
Rain gardens are depressed native plant gardens that collect, infiltrate and filter rain that falls on hard surfaces, minimizing the negative impacts of storm water on lakes and streams. The rain gardens shown above help improve water quality in a park in northeast Minneapolis.



Sustainable Parking Lot Design
No curbing allows stormwater to flow to vegetated areas.



Infiltration Swale



Infiltration with Pavers

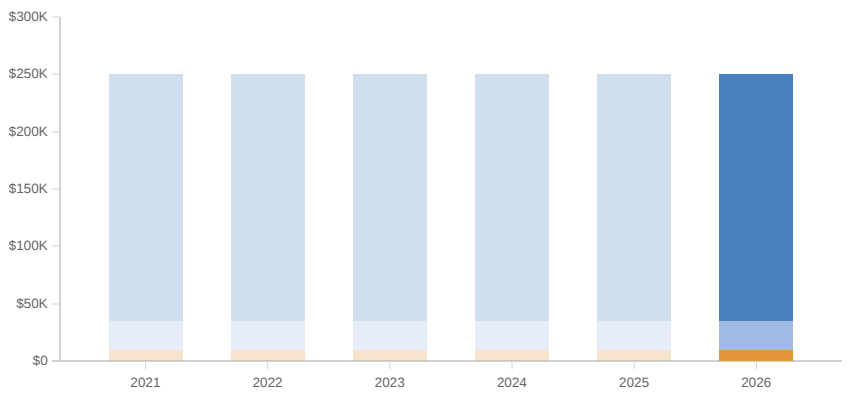


Green Roof
This example shows the extensive green roof of the Minneapolis Central Library.

Project Cost Breakdown

SW004

Updated 2 weeks ago



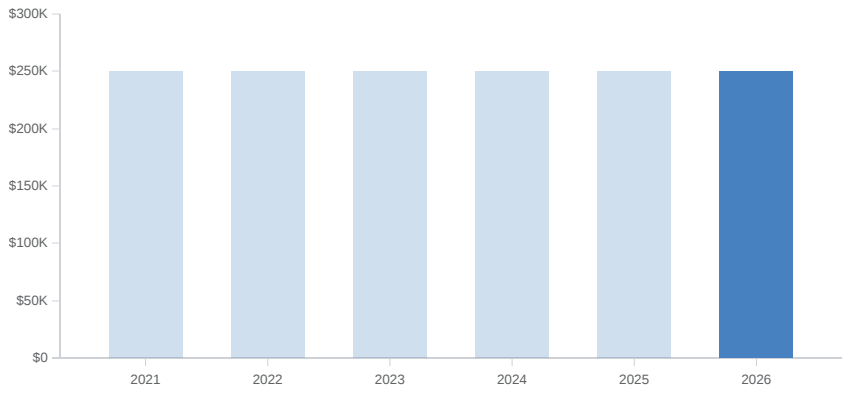
$250,000.00

Expenses in 2026

Department Funding Request

SW004

Updated 2 weeks ago



$250,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
In progress

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has previously received grants from watershed organizations to further projects under this program and will continue to pursue similar opportunities as they're available.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The Minneapolis Park & Recreation Board (MPRB) is a co-permittee with the City of Minneapolis on the National Pollutant Discharge Elimination System (NPDES) permit. The watershed organizations have multiple roles with the carrying out of NPDES requirements within the city. These partners are variously involved with the planning, implementation and additional funding of projects utilizing this fund.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City’s comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City’s comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Include detail here.

Describe the economic development impact of the project:
Include detail here.

Does the project support redevelopment opportunity that without the project would be infeasible?
Include detail here.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Include detail here.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Include detail here.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Include detail here.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 25 years
Year that Operating Incr/(Decr) will take effect? TBD
What is the estimated annual operating cost increase or (decrease) for this project? TBD
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Construction of new stormwater BMPs may require additional maintenance costs, which will be paid for through the stormwater utility maintenance funding, depending on the BMP constructed. Maintenance costs will be highly dependent on the BMP selected. Many of these BMPs do not have enough data to determine annual maintenance costs and the department is working towards tracking and identifying these costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

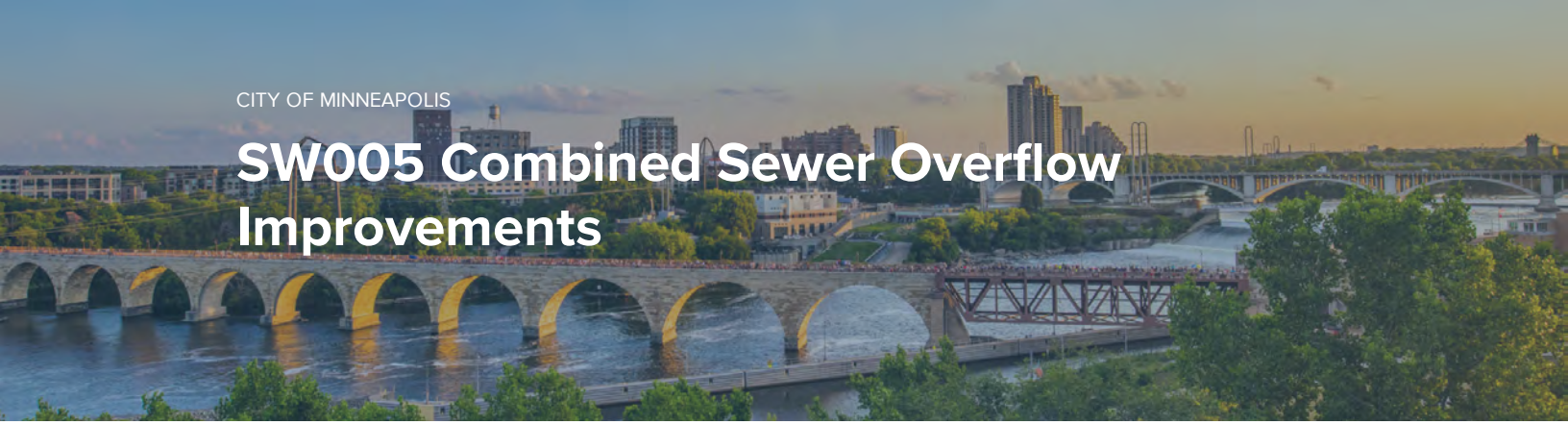
Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:



CITY OF MINNEAPOLIS

SW005 Combined Sewer Overflow Improvements

Project Details:

Project Start Date: 1/1/21
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kelly Moriarity
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 5 of 6
Contact Phone Number: 612-673-3617
Website: TBD

Project Location:

Address: citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Description of Location

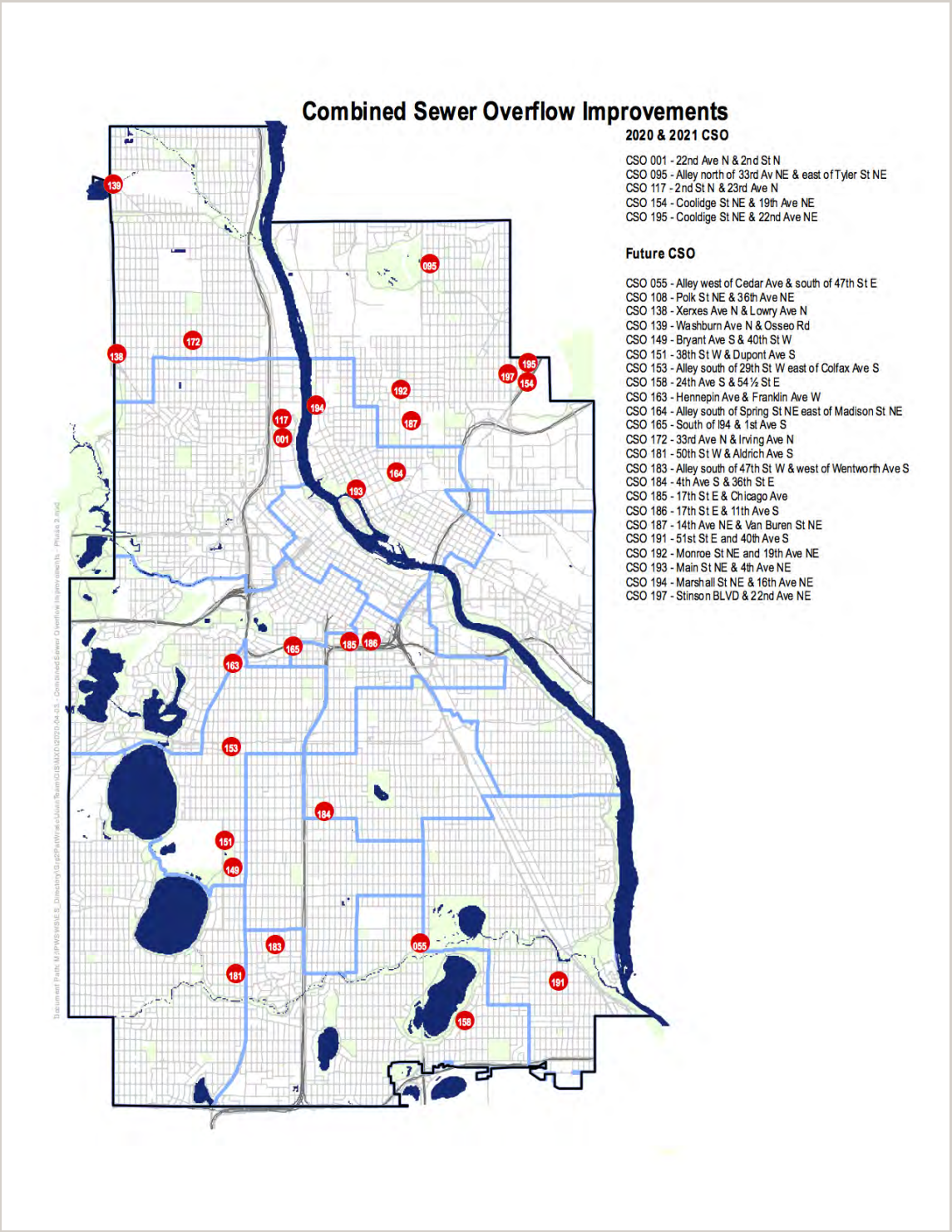
Project Description:

The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect it to the storm drain system where appropriate. This program was developed to remove inflow from public sources and provide facilities for private disconnections where no storm drain currently exists in the area. This program is also used to complement an inflow and infiltration (I&I) reduction program consistent with the Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities typically consist of adding new storm drains.

Purpose and Justification:

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risk of overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The program is necessary because the City's storm and sanitary sewer systems were originally built as combined systems.
The City is required under the National Pollutant Discharge Elimination System (NPDES) program to eliminate point source discharges to surface waters. And, the reduction of clear water in the sanitary sewer system is required by MCES, which provides regional wastewater collection and treatment. The MCES ongoing I&I Surcharge Program is based on peak flows from the city sanitary system which occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I.

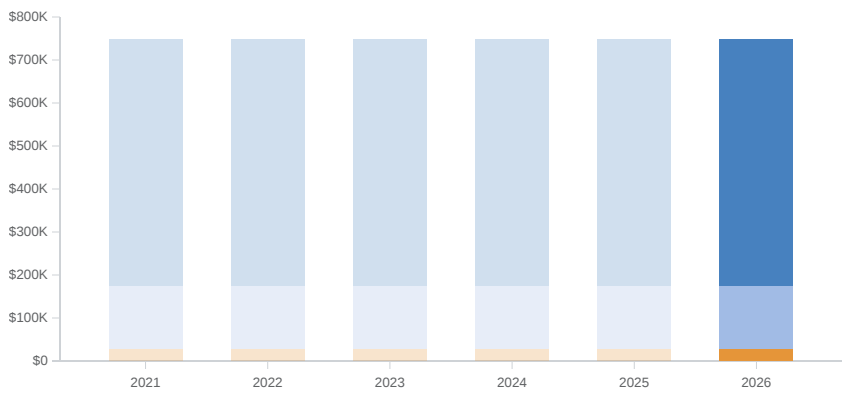
Project Visuals and Map:



Project Cost Breakdown

SW005

Updated 2 weeks ago



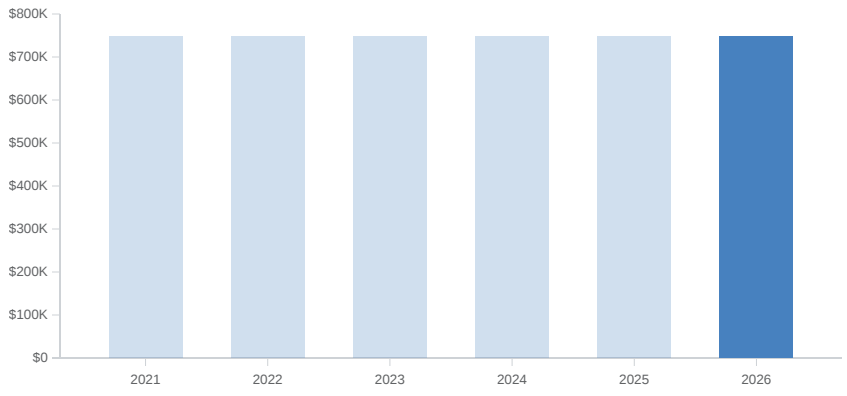
$750,000.00

Expenses in 2026

Department Funding Request

SW005

Updated 2 weeks ago



$750,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
None at this time

Describe status and timing details of secured or applied for grants or other non-City funding sources:
N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Several projects require collaboration with various watershed districts or organizations. We also look to coordinate these projects with other planned work including street reconstruction both by City and external agencies.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Recovering capacity in the sanitary sewer system thru separation of stormwater can allow for new/increased sanitary flow from development.

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Include detail here.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Include detail here.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Include detail here.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
New
What is the expected useful life of the project/Improvement? 100 years
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project? N/A
Any Prior Year Remaining Bond Authorizations?
No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Operating Costs were determined with past practices, and this work does not result in increased operating costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
N/a

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:
N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program funding has decreased from past levels to reflect the overall status of the CSO program and the transition from a CSO permit environment to an Integrated MS4 permit. There is also some flexibility among years, although it is most effective to have the consistent program amount available each year.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
DOES NOT APPLY

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City’s sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

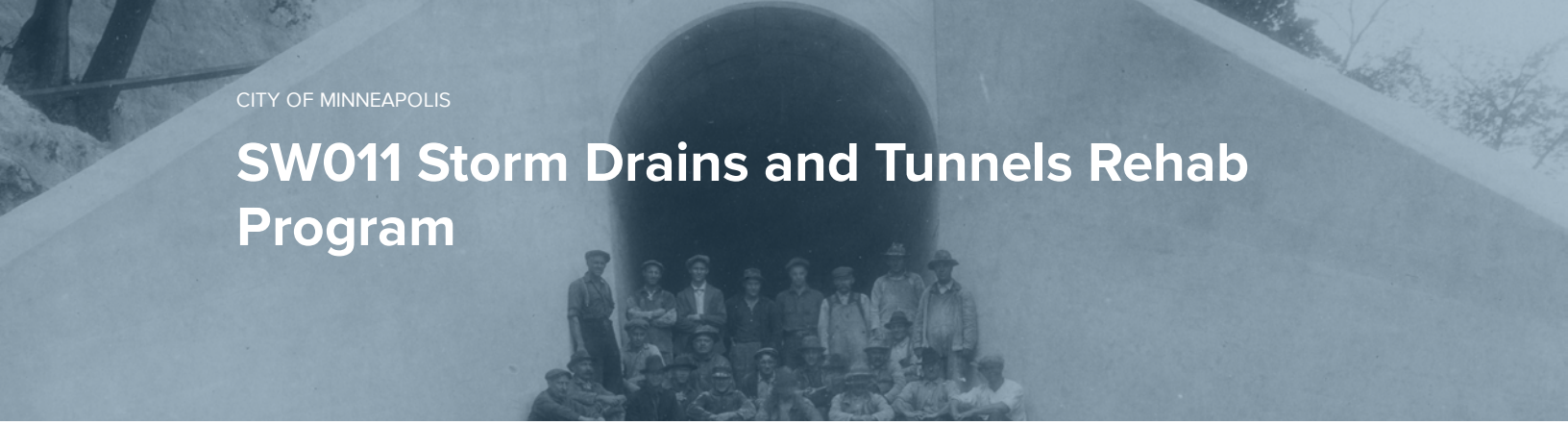
Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SW011 Storm Drains and Tunnels Rehab Program

Project Details:

Project Start Date: 01/01/21
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kevin Danen
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 1 of 6
Contact Phone Number: (612) 673-5627
Website: TBD

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location

Project Description:

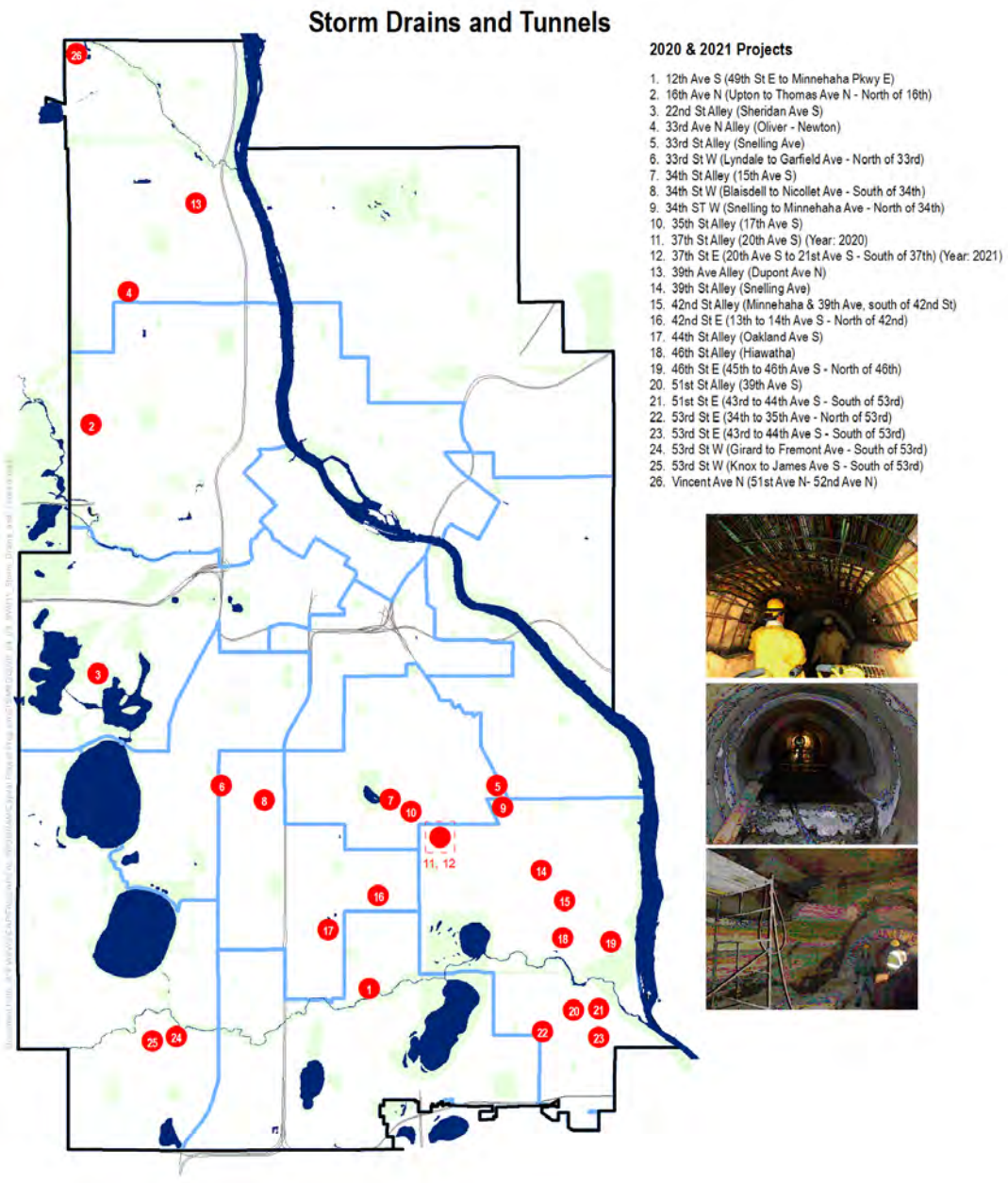
This project establishes the annual funding to allow repair and rehabilitation activities to be completed as needed to the storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

Purpose and Justification:

The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

At present, efforts are concentrated on the rehabilitation of the deep drainage tunnels, repair improvements to the piping system, repair improvements to the storm drain pump stations and repair improvements to storm drain outfalls. A comprehensive condition assessment was made to the storm drain system with an ongoing effort being made to comprehensively address the aging storm piping system in order to improve the reliability of the system. The installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the pump stations. The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

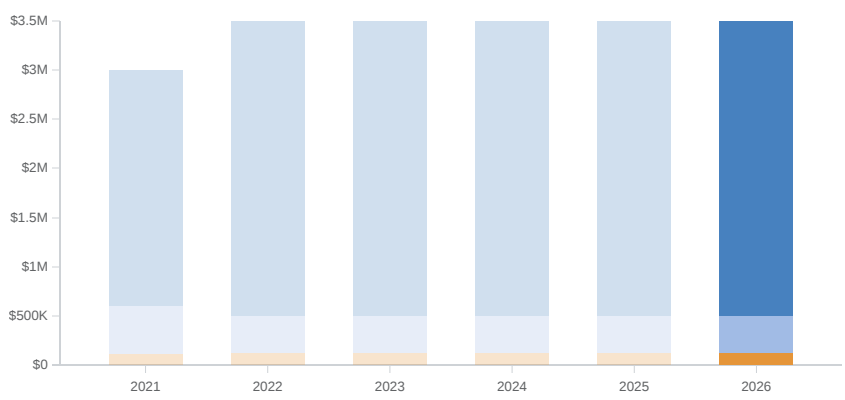
Project Visuals and Map:



Project Cost Breakdown

SW011

Updated 2 weeks ago



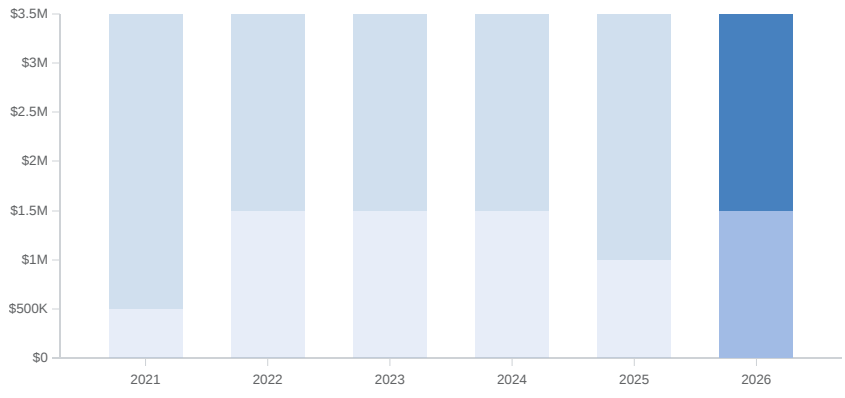
$3,500,000.00

Expenses in 2026

Department Funding Request

SW011

Updated 2 weeks ago



$3,500,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
If yes, please include grant source and amount

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City of Minneapolis is working with the Minnesota Department of Transportation and the Mississippi Watershed Management Organization to identify any other potential funding sources, including State Bonding options.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Include detail here.

Does the project support redevelopment opportunity that without the project would be infeasible?
Include detail here.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Include detail here.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Include detail here.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Include detail here.

Operating Impacts

Operations & Capital Asset Maintenance: TBD
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 50 Years
Year that Operating Incr/(Decr) will take effect? Ongoing
What is the estimated annual operating cost increase or (decrease) for this project? (300,000)
Any Prior Year Remaining Bond Authorizations? TBD
Prior Year Remaining Bond Authorizations: TBD

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm drain tunnel system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
SW011 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are
generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs..

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.
Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Minneapolis Public Works Tunnel Management Program
Benefits of Preventative Maintenance

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CITY OF MINNEAPOLIS

SW039 Flood Mitigation - w/Alternative Stormwater Management

Project Detail:

Project Start Date: 1/1/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kelly Moriarity
Level of Need: Significant
Estimated Project Completion Date: 12/31/2026
Department Priority: (4 of 6)
Contact Phone Number: 612 673-3617
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: Citywide
Description of Location

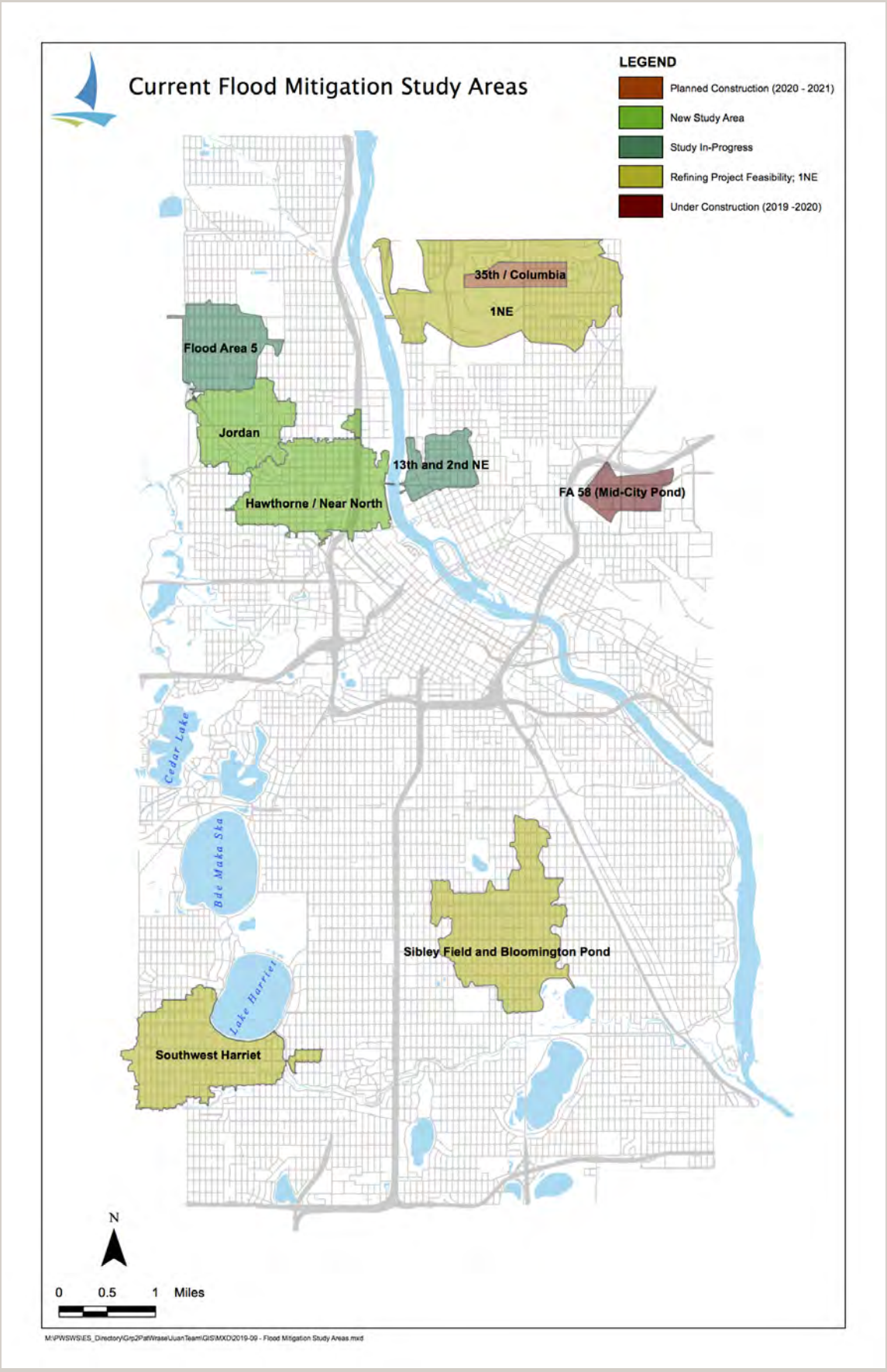
Project Description:

The purpose of this program is to address localized flooding and drainage problems throughout the City. Where practicable, green stormwater practices such as rain gardens, bioswales, constructed wetlands, pervious pavements, and hard surface reduction will be utilized. Solutions for larger-scale drainage problems will look to incorporate underground storage, pipes and ponds with the above practices.
The planning for this program is informed by hydraulic modeling of the storm drain system which was completed in 2018. This has been a basis for identifying and prioritizing problem areas thru mapping and also for evaluating options for mitigating on-going flooding problems at occur throughout the City during heavy rains.
Concurrently, there are specific flood mitigation projects undergoing alternative analysis occurring in some of the historically well documented problem flood areas such as Flood Areas 29/30, 21/22, 5 and areas in North and NE Minneapolis. These efforts are being coordinated with the watershed districts/organizations and the Park Board where the jurisdictions overlap in order to seek opportunities to meet multiple goals and leverage opportunities for grant funding from outside agencies.
Opportunities to make improvements concurrent with planned paving project areas are also planned for with this work. Construction of improvements in the Mid-City paving area began in 2019 and improvements located in Waite Park and Columbia Golf Course will begin this year.

Purpose and Justification:

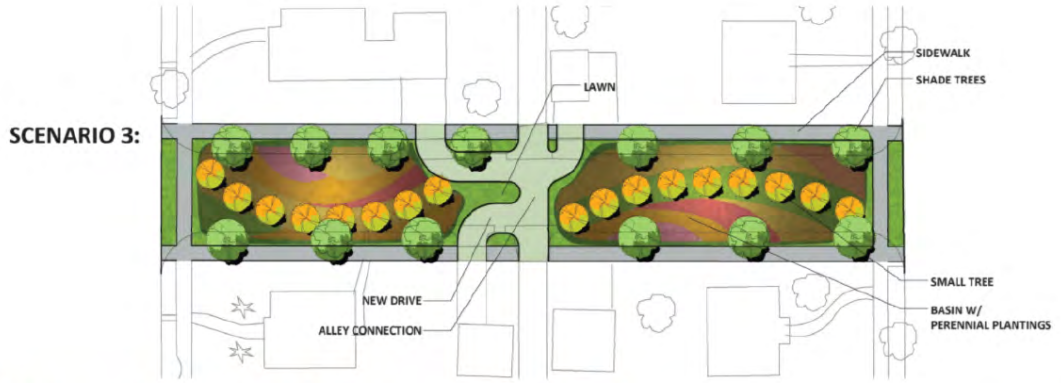
This program supports and promotes environmentally friendly stormwater practices in a manner that is consistent with the Mayor's and City Council's sustainability goals, while at the same time developing a plan to address areas throughout the City that experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 20 years or more. Incorporating green infrastructure solutions to these stormwater projects where practicable will enhance neighborhood livability and improve water quality in Minneapolis lakes, streams, and the Mississippi River

Project Visuals and Map:



Flood Mitigation Process

1. **Complete H & H Modeling** — Estimated 12/31/2018
2. **City-Wide Flood Mapping** — Extent of Problem
3. **Prioritization** — Risk, Leverage Street Projects
4. **Alternatives & Analysis** — Viability, Cost-Benefit
5. **Community Engagement**



This diagram shows a method of converting a street to a rain garden.





Rain gardens along the completed 37th Ave Greenway provide water quality benefits. Flood storage is located under the mixed-use trail.

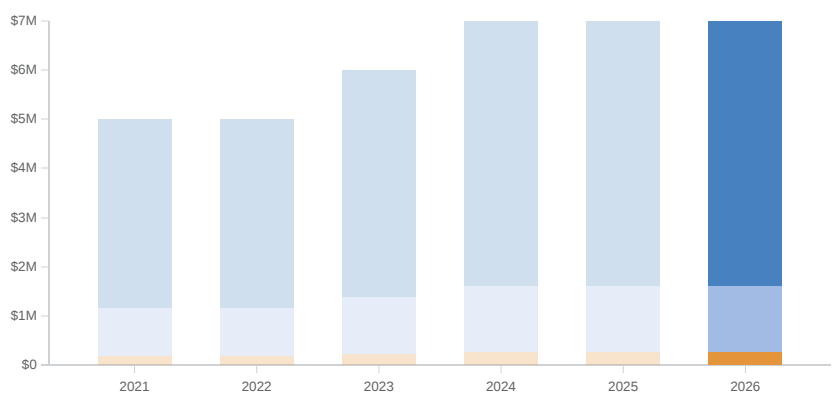
This is one of many intersections known to flood during heavy rains, which could benefit from flood mitigation improvements.



Project Cost Breakdown

SW039

Updated 2 weeks ago



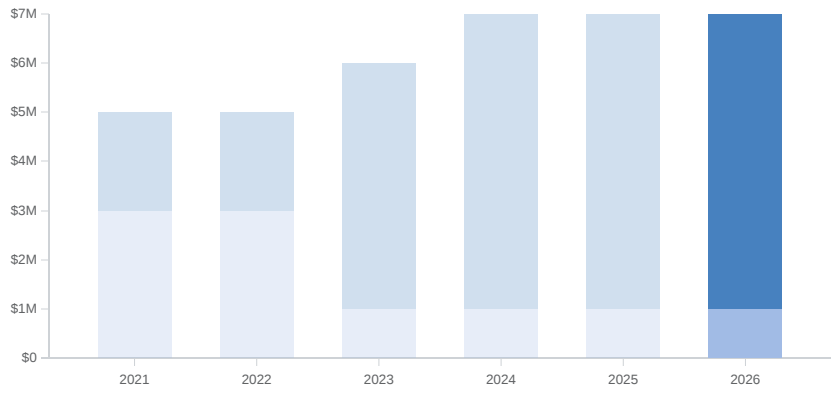
$7,000,000.00

Expenses in 2026

Department Funding Request

SW039

Updated 2 weeks ago



$7,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
in progress

Describe status and timing details of secured or applied for grants or other non-City funding sources:
MWMO secured grants from BWSR and Hennepin County to help fund improvements in the 1NE study area focused on improvements in the Columbia Golf Course, they will combine this with their own grant money towards helping to fund these improvements planned for construction in 2020. Details of matching funds from this program are being negotiated.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
We are currently collaborating with multiple watersheds and the Minneapolis Park Board and CPED on many of the study areas to look for opportunities to align the goals of these organizations to facilitate the ability to partner on projects where possible. Coordination with neighborhood and business organizations will also take place.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 5, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? Maintains existing tax base.

Describe the economic development impact of the project:
Supports potential redevelopment in areas prone to flooding.

Does the project support redevelopment opportunity that without the project would be infeasible?
Depends on the project/location

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Include detail here.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Include detail here.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Include detail here.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 100 years
Year that Operating Incr/(Decr) will take effect? year after construction
What is the estimated annual operating cost increase or (decrease) for this project? TBD
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues. Any increase would be paid from the Stormwater Utility enterprise fund.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
See above.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Current funding has been spent on smaller projects and work concurrent with street paving projects. Projects that leverage grant opportunities will also be prioritized to take advantage of funds coming from outside the city if there are demonstrated benefits for these projects.
Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort was to complete citywide modeling. These models are now being used to identify and prioritize locations for flood studies and to evaluate potential solutions so that the improvements can be prioritized for implementation.
Flood mitigation work is currently nearing completion in conjunction with the Mid-City Paving project and planned for the Columbia Golf Course and Waite Park neighborhood in 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SW040 Central City Parallel Storm Tunnel

Project Details:

Project Start Date: 1/1/2020
Ongoing Program: N
Submitting Department: Public Works
Contact Person: Kevin Danen
Level of Need: Significant
Estimated Project Completion Date: 12/31/2024
Department Priority: 3 of 6
Contact Phone Number: (612) 673-5608
Website: TBD

Project Location:

Address: Central City Parallel Storm Sewer
City Sector: Downtown
Affected Neighborhoods: Downtown E&W
Affected Wards: 3
Central City Parrallel Storm Sewer through the downtown area

Project Description:

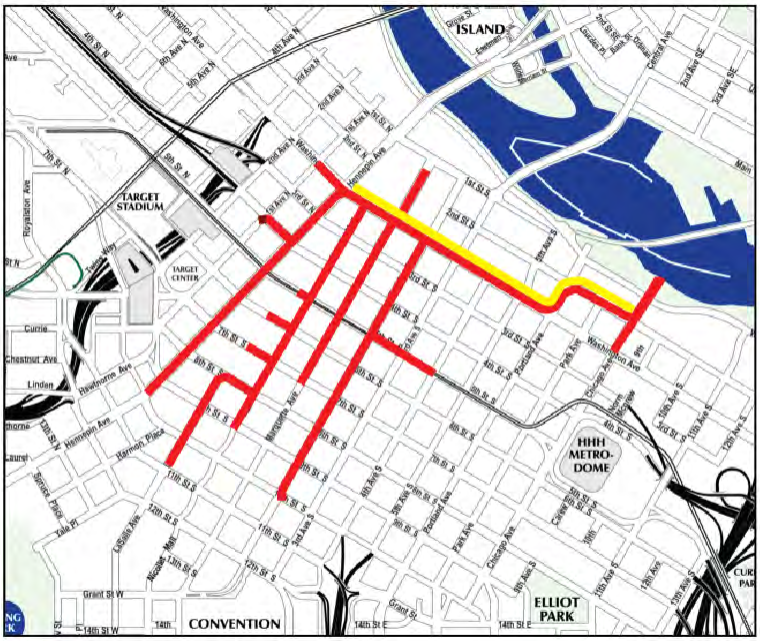
This project establishes funding to allow the design and construction of a new parallel tunnel in the Central City storm tunnel system to be completed to improve system operations.

Purpose and Justification:

The downtown Central City storm tunnel system consists of 3.9 miles of deep drainage tunnels of which the majority was built from 1939 to 1940 and was designed to handle the stormwater drainage requirements at that time. Land development since has led to a significant increase in the amount of stormwater that is directed into the tunnel system, resulting in over pressurization of the system. This over pressurization has led to degradation in the tunnel infrastructure and an increase in maintenance spending to inspect and maintain the system. Typical problems discovered through the assessment includes voids either above or below the tunnel structure, cracking and failure of the tunnel's liner due to pressurization, erosion of the surrounding sandstone and infiltration of ground water and sand. The Public Works Department has been conducting ongoing repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair the damaged tunnels varies greatly and is limited to being conducted during the winter months when storm water runoff is limited.

The construction of a new parallel primary tunnel would reduce the pressurization in the tunnel system, resulting in a reduced risk of tunnel failures, extended tunnel system service life, reduction in tunnel repair costs, and a decrease in long term maintenance with the operation of the tunnel system such as surface flooding and blowing manhole covers.

Project Visuals and Map:





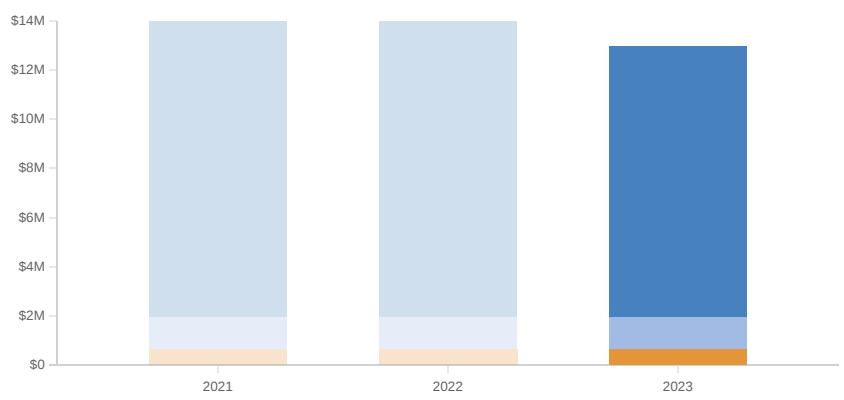




Project Cost Breakdown

SW040

Updated 2 weeks ago



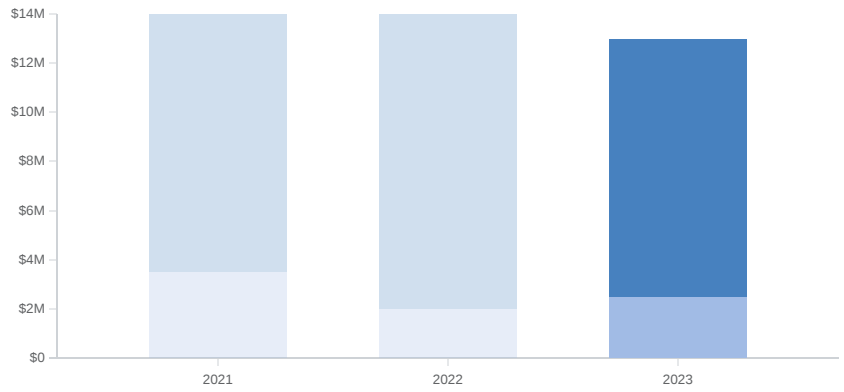
$13,000,000.00

Expenses in 2023

Department Funding Request

SW040

Updated 2 weeks ago



$13,000,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place in 2016. The project was found consistent with the comprehensive plan by the City Planning Commission in 2016; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? No

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
No

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 100 Years
Year that Operating Incr/(Decr) will take effect? Ongoing
What is the estimated annual operating cost increase or (decrease) for this project? ($50,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing tunnel inspections and maintenance within the Central City storm tunnel system..

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:
2016-2019 – Parallel tunnel feasibility study, final layout and design
2020-2023 – Tunnel construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

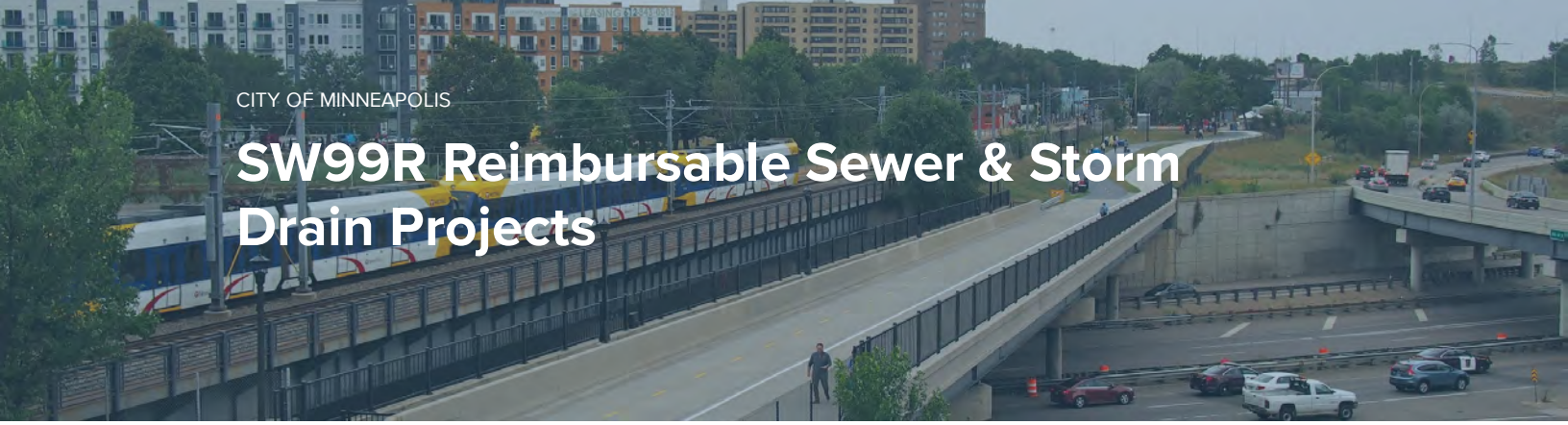
Benefits:

1. Reduced risk of tunnel failures in the Central City Downtown tunnel system
2. Extended tunnel system service life
3. Increase in the time intervals between inspections (operating budget decrease)
4. Increase in tunnel capacity

. Reduce pressurization
. Pressurization that causes manhole covers to blow off.
. Reduce surface flooding
. Allows the addition of storm water from roof leaders.
. Allows the tunnel to carry a larger flow during storms of a large and long duration.
. Eliminate hydraulic restrictions.
. Allows I&I projects to proceed that are dependent upon the tunnel system for stormwater conveyance.

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CITY OF MINNEAPOLIS

SW99R Reimbursable Sewer & Storm Drain Projects

Project Details:

Project Start Date: 1/1/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person:
Level of Need: Desirable
Estimated Project Completion Date: 12/31/2026
Department Priority: N/A
Contact Phone Number:
Website: TBD

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various locations throughout the City.

Project Description:

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

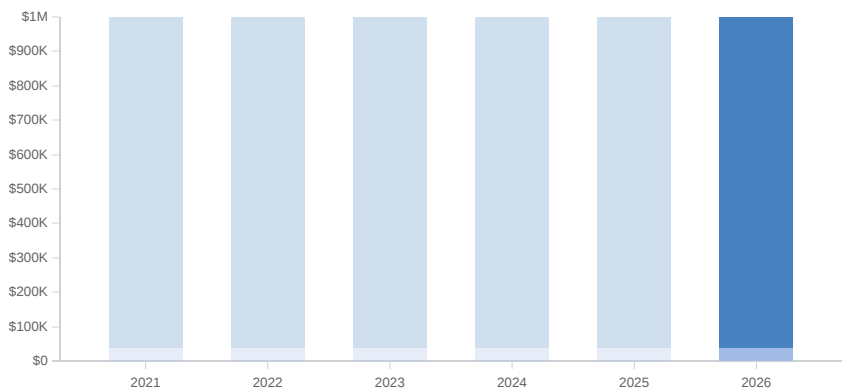
Purpose and Justification:

Reimbursable storm drain projects.

Project Cost Breakdown

SW99R

Updated 2 weeks ago

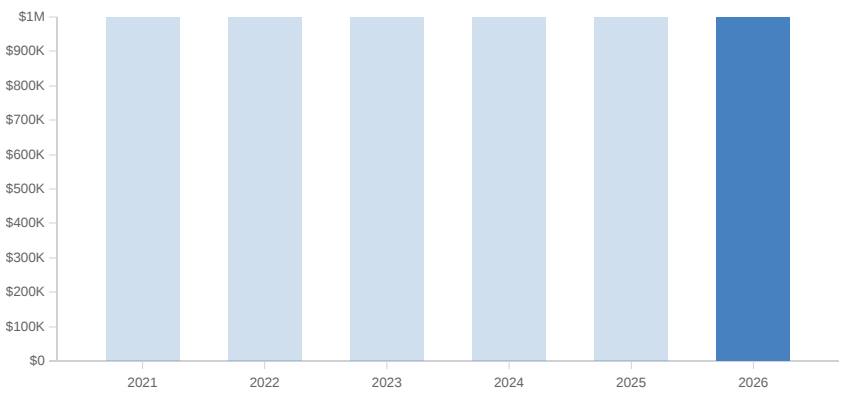


$1,000,000.00
Expenses in 2026

Department Funding Request

SW99R

Updated 2 weeks ago



$1,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:
N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Varies - generally these do result from a partnership.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects.
Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 9 - Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit. (Policy 17: Complete Streets)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review has not occurred for this project yet.

Economic Development

Will the project contribute to growth in the city's tax base?

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
N/A

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure?
What is the expected useful life of the project/Improvement?
Year that Operating Incr/(Decr) will take effect?
What is the estimated annual operating cost increase or (decrease) for this project?
Any Prior Year Remaining Bond Authorizations?
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Stormwater Maintenance Department would cover any routine costs that would result from the improvements made by this program

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:
N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:TBD

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Economic Development

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.

Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

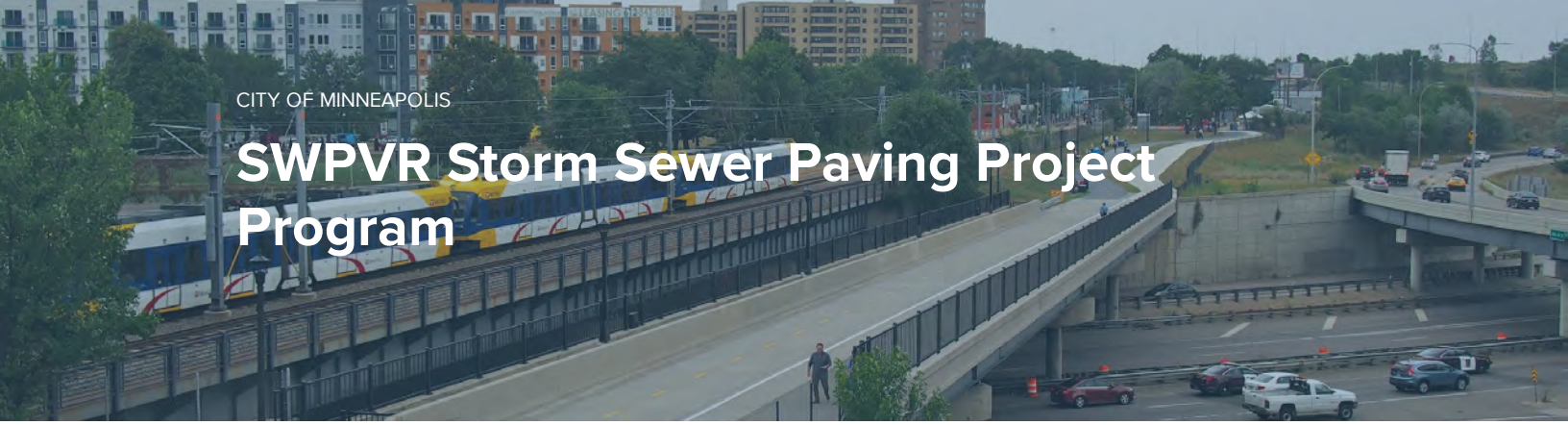
Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

SWPVR Storm Sewer Paving Project Program

Project Details:

Project Start Date: 1/1/2021
Ongoing Program: Y
Submitting Department: Public Works
Contact Person: Kelly Moriarity
Level of Need: Important
Estimated Project Completion Date: 12/31/2026
Department Priority: 6 of 6
Contact Phone Number: 673-3617
Website:

Project Location:

Address: citywide
City Sector: citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Various location throughout the Ctiy.

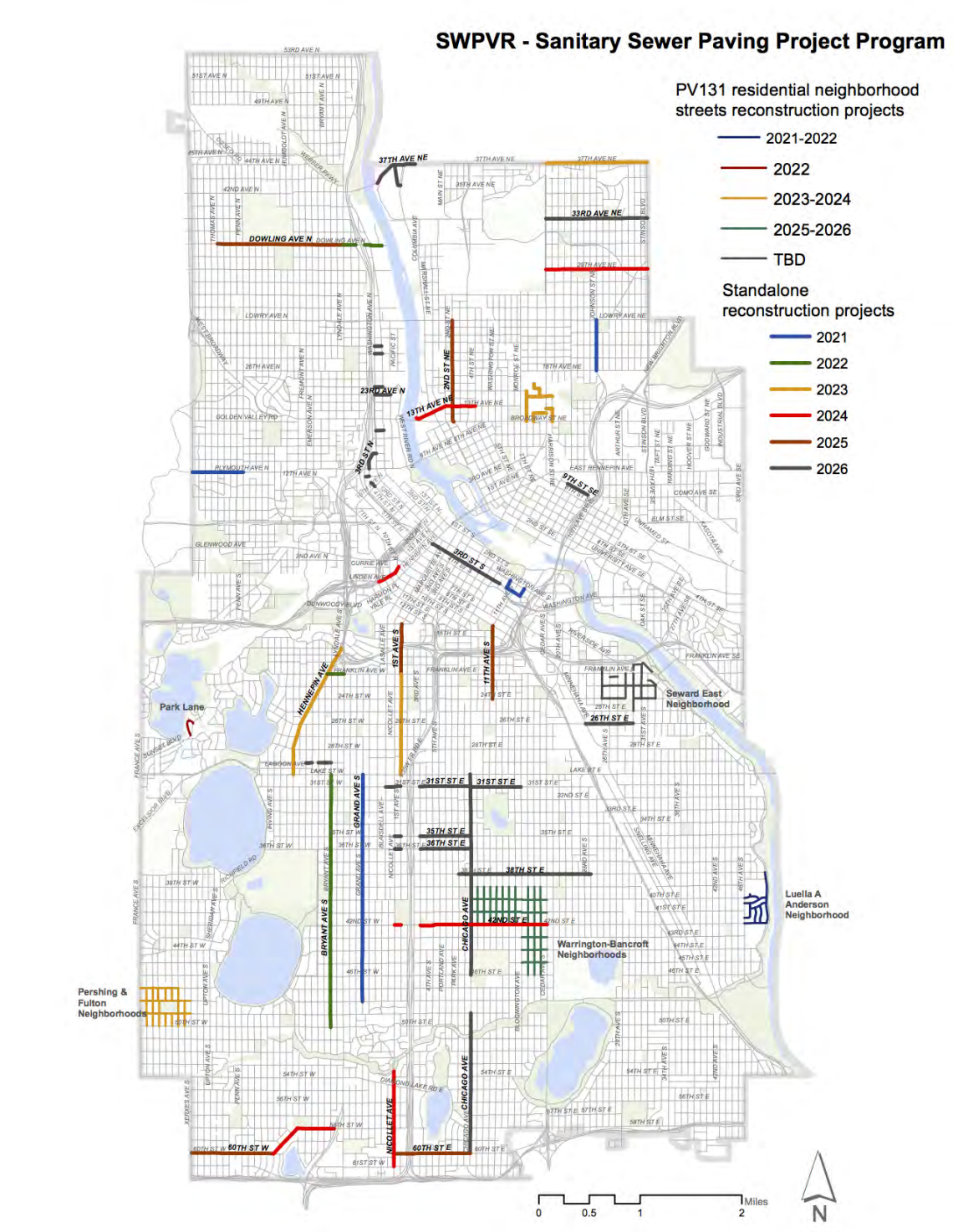
Project Description:

This program establishes annual funding to facilitate data driven construction of new storm drains and repair and rehabilitation of existing storm sewers as needed in coordination with capital paving projects. This program will maximize City-wide investments by aligning storm sewer projects with street reconstruction or resurfacing.
This program will also facilitate funding for stormwater treatment practices that will be required on linear reconstruction projects after the City's stormwater ordinance is updated later this year to align with the City's recently updated NPDES permit.

Purpose and Justification:

The City owns, operates, and maintains approximately 566 miles of storm drains. To maintain system functionality the City uses condition, risk, water quality and flood data to identify and prioritize storm infrastructure needs. Project selection and design includes evaluating the capacity of the storm drain system to ensure functionality with the newly designed roads and overall system capacity needs for sewer separation or flooding. Potential water quality benefits from stormwater treatment installations are also considered and sometimes required. Coordinating the underground repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for storm sewer and pavement projects that disrupt the right of way.

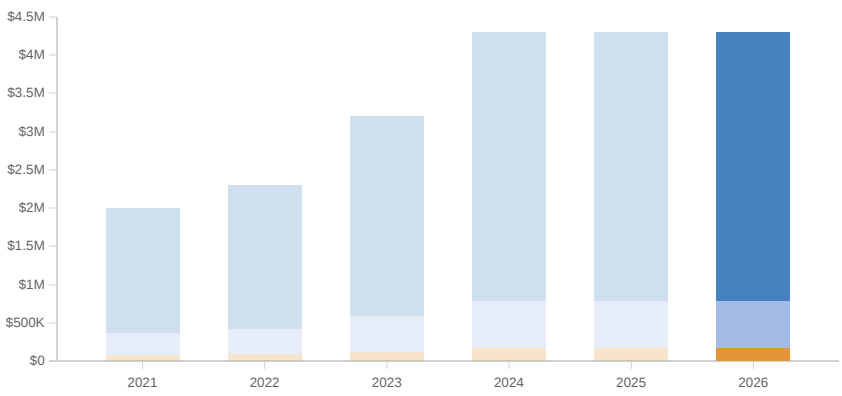
Project Visuals and Map:



Project Cost Breakdown

SWPVR

Updated 2 weeks ago



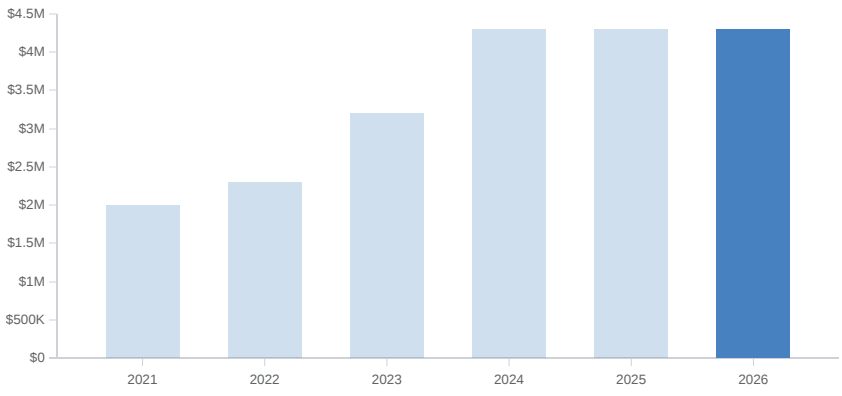
$4,300,000.00

Expenses in 2026

Department Funding Request

SWPVR

Updated 2 weeks ago



$4,300,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
If yes, please include grant source and amount

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Include details here.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
As determined by jurisdiction the City collaborates with the Minneapolis Park and Recreation Board and the four watershed management organizations on stormwater projects.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Goal 11 - Clean environment: In 2040, Minneapolis will have healthy air, clean water, and a vibrant ecosystem. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 10 - Climate change resilience: In 2040, Minneapolis will be resilient to the effects of climate change and diminishing natural resources, and will be on track to achieve an 80% reduction in greenhouse gas emissions by 2050. (Policy 72:Sustainable Water System Management, Policy 73:Stormwater Management, Policy 74:Integration of Water Management into Development)

Goal 9 - Complete neighborhoods: In 2040, all Minneapolis residents will have access to employment, retail services, healthy food, parks, and other daily needs via walking, biking, and public transit. (Policy 17: Complete Streets)

This project is consistent with planning and policy guidelines set forth in the City's comprehensive plan Minneapolis 2040

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review has not occurred for this project yet

Economic Development

Will the project contribute to growth in the city's tax base? No.

Describe the economic development impact of the project:
New storm drains can help facilitate capacity for development.

Does the project support redevelopment opportunity that without the project would be infeasible?
No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
N/A

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing and new
What is the expected useful life of the project/Improvement? 50 years
Year that Operating Incr/(Decr) will take effect? Ongoing
What is the estimated annual operating cost increase or (decrease) for this project? The budget will vary and will be determined based on the storm sewer system needs in the location of capital paving projects.
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations:

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of new storm drains, flood mitigation installations and water quality treatment facilities. However, this project may also decrease annual operating and maintenance costs of the same division for maintaining existing infrastructure. Any increase would be paid from the Stormwater Utility enterprise fund.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Insert detail here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Insert detail here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Insert detail here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Insert detail here

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program is established to coordinate funding to occur in advance or in coordination with street paving projects.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness. Below is a description of how this project meets each of the City's Goals.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems

Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.

Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.

Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.

Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.

Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.

Improve the tree canopy and urban forest.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

WTR12 Water Distribution Improvements

Project Details:

Project Start Date: 1/1/11
Ongoing Program: Y
Submitting Department: Public Works - Water
Contact Person: Marie Asgian
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 1
Contact Phone Number: 612-673-5682
Website:

Project Location:

Address: Various locations throughout the City
City Sector: Multiple
Affected Neighborhoods: Various
Affected Wards: Various

Project Description:

Water Distribution Improvement funds are used for rehabilitation or replacement of water main, hydrants, valves, meters, and other water distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system provides high quality drinking water and fire protection to all those living, working, or visiting the City and our suburban wholesale customers. Elements of original infrastructure dating back to 1872, when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12.

Improvement project work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Also included are replacement of hydrants, valves, manholes, meters, and automated meter reading devices.

Purpose and Justification:

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements:

- Water main cleaning and lining- 75% of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe installed between 40 and 140 years ago. Almost all of the water main is structurally sound and in good condition. Over time, mineral deposits have built up on the inside of the unlined pipe, constricting flow and sometimes resulting in discolored water. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built up mineral deposits and installing potable grade cement lining to prevent future build-up. The cleaning and lining process resolves the water quality issues and increases the volume of flow available for fire suppression.
- Water main replacement or structural lining – Although Minneapolis has one of the lowest number of water main breaks in the country (4 per 100 miles of main), locations exist with recurring water main leaks. To remedy the problem the water main may be replaced or structurally lined. The structural lining process is similar to the cement mortar lining process except that the liner is a cured in place insert that is strong enough to hold its form even if the host pipe fails. This work saves money that would have been spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.
- Hydrant replacement- In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.
- Valve and manhole replacement- Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. The valves and manhole replacement program is typically done in conjunction with cleaning and lining or structural lining projects.
- Meter replacement- Water meters are the cash registers for the Water Enterprise Fund. Accurately metered water use is important so that customers are billed for the amount of water they use. This encourages conservation and allows the City to continue to treat and distribute high quality drinking water at an affordable cost. As meters near the end of their service life, the internal components tend to wear, causing the meter to

register a lower volume than was actually used. In order to accurately bill customers on a monthly basis, worn meters need to be replaced.

Citywide, the City's meters are at the end of their service life and are due for replacement. Starting in 2017, the Capital Budget Request for WTR12 was increased to fund this five-year replacement program. In conjunction with the meter change outs as part of WTR12, the communication system that reports meter data to Utility Billing also is due for an upgrade. The technology is funded under the Capital Budget Request for WTR27 Automated Meter Infrastructure, which covers the installation of a fixed network system as well as the individual reporting devices that are installed at each premise when the meter is replaced.

The Neighborhood Park and Street Infrastructure Ordinance enacted by the Minneapolis City Council in 2016 increased the City's Capital Improvement Plan (CIP) approximately $21.2 million per year for 20 years to provide additional maintenance and investment in neighborhood parks and city streets. Through the additional work on city streets, this ordinance will provide further opportunities for water main cleaning and lining and in some cases additional water main replacement or structural lining. Doing this work in conjunction with planned street repair/reconstruction projects is a cost-effective method for addressing the City's water main renewal needs. As a result, $2,000,000 per year has been added to the WTR12 budget request for each year to account for the additional opportunities for cleaning and lining and/or replacement or structural lining work.

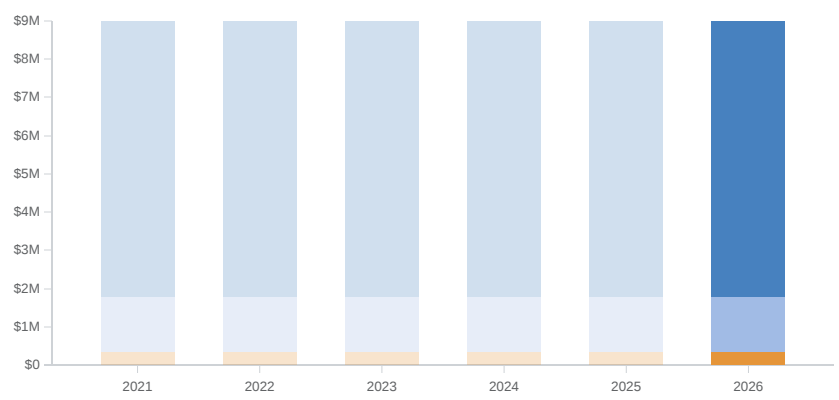
Project Visuals and Map:



Project Cost Breakdown

WTR12

Updated 2 weeks ago



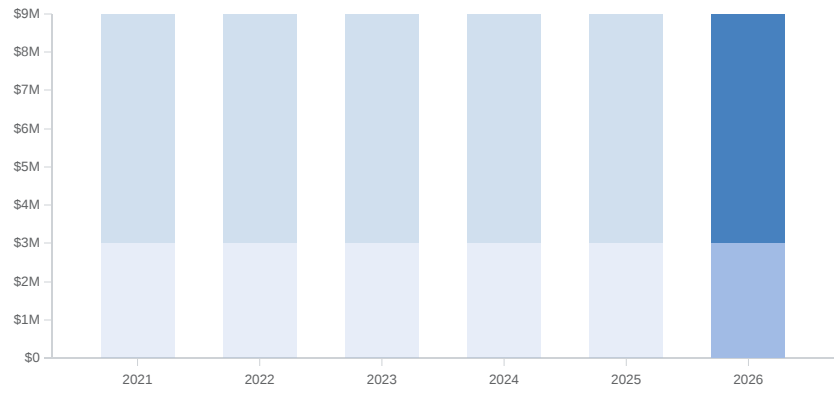
$9,000,000.00

Expenses in 2026

Department Funding Request

WTR12

Updated 2 weeks ago



$9,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Water main, hydrant, and valve replacement or renewal are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and
maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors . As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 50 years
Year that Operating Incr/(Decr) will take effect? 2021
What is the estimated annual operating cost increase or (decrease) for this project? ($10,000)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

- Reduced maintenance needed for replaced fire hydrants.
- A significant portion of the allocation for WTR12 is used for water main cleaning and lining or structural lining, which consists of scraping the inside of cast iron water mains to remove built up mineral deposits and installing a smooth liner. The improved flow characteristics (reduced frictional loss) of the lined water main will incrementally reduce pumping costs in maintaining water system pressures.
- Water meters under-report when they are past their service life and the internal components are worn. This means that the customer is not paying for all of the water used. Water meter replacement does not necessarily achieve cost savings but does assist in cost recovery.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Some flexibility, but limited. Many of the sub-projects within WTR12 are timed to precede work in the coming year or to coordinate with same year street reconstruction projects to optimize infrastructure investment. The meter replacement project is on a fixed timetable in order to ensure that the City continues to accurately bill customers for consumption.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need, part of the Water Distribution Improvements project is to replace, fire hydrants that are past their service life and replace or rehabilitate water mains to improve flow.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
Water Distribution Improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, water distribution improvement projects are coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Water Distribution system is essential to the vitality of the City. The Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

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CITY OF MINNEAPOLIS

WTR18 Water Distribution Facility

Project Details:

Project Start Date: 1/1/15
Ongoing Program: Y/N
Submitting Department: Public Works - Water
Contact Person: Bob Friddle
Level of Need: Significant
Estimated Project Completion Date: 12/31/24
Department Priority: 6
Contact Phone Number: (612) 673-3387
Website:

Project Location:

Address: 1860 28th St E and 2717 Longfellow Ave.
City Sector: East
Affected Neighborhoods: Phillips
Affected Wards: 9

Project Description:

The project will expand and improve the current Hiawatha Maintenance Facility site to provide for the programmed needs for Water Distribution Maintenance and other unmet Municipal Operational needs.

Purpose and Justification:

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

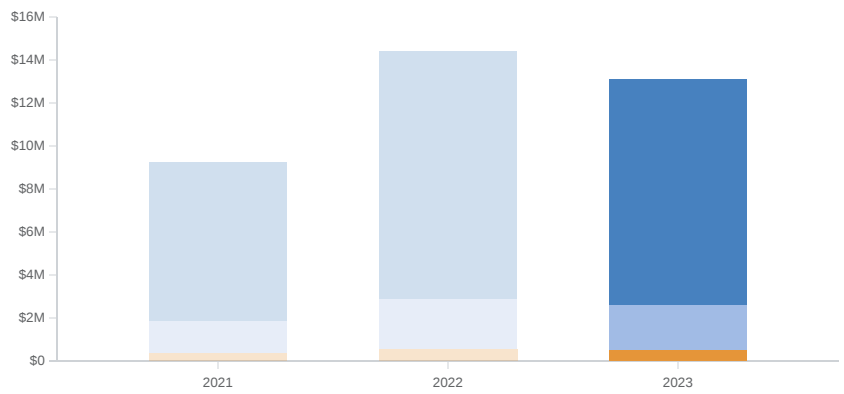
The City acquired the former "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site into a Municipal Operations campus, consolidating other Public Works divisions and services as appropriate for improved efficiency of operations and delivery of services.

The Roof Depot site is large enough to accommodate additional programmed needs for Municipal Operations. See additional information below.

Project Cost Breakdown

WTR18

Updated today



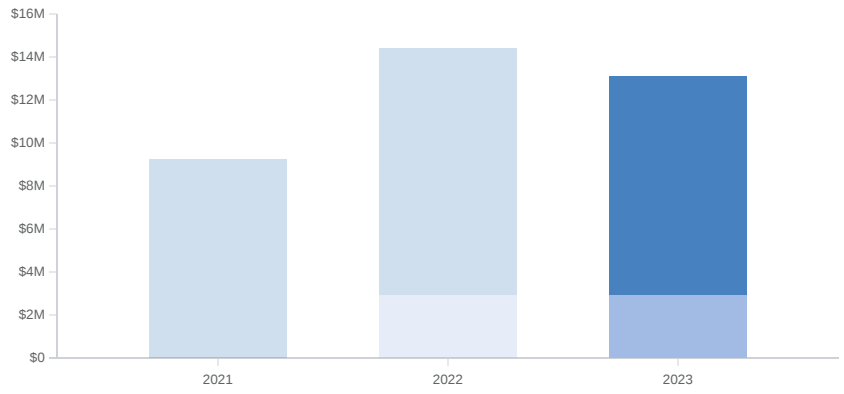
$13,115,000.00

Expenses in 2023

Department Funding Request

WTR18

Updated today



$13,115,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
None at this time. A Mississippi Watershed Management Organization grant to improve storm water quality will be applied for in April 2020.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
A new Training and Recruitment Center will be programmed and developed under a separate CBR with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services. Public art and the landscape buffers on the residential Longfellow Ave. S. and on 28th St. will be programmed and designed with the participation of the residents and neighborhood groups.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.
5.1.2 Explore opportunities for co-location of public services where appropriate.
5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
The project was approved on May 26, 2016.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Relocation of the Water Department from the East Yards site on Hennepin Avenue will allow relocation of Fire Station 11 and private development of excess site area and historic water department storage and stable buildings there. A new Training and Recruitment center on the Roof Depot site will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators.

Does the project support redevelopment opportunity that without the project would be infeasible?
Yes, on a portion of the current East Yards Water site, and at the Fire Station 11 site that will be vacated.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Along the Hiawatha LRT, two blocks from the Lake Street station. The Project design team will use the Complete Streets Policy and and Vision Zero initiatives to inform the design and opportunities for connections.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Project design team will use the Vision Zero and Complete Streets Policies to improve public safety and inform the design and opportunities for connections.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Yes, the City's operations will be adding a number of additional vehicular trips (in and out) of the south access point on 28th Avenue. A Traffic Demand Management Plan is under way and its recommendations will be incorporated in the design.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75-100 years

Year that Operating Incr/(Decr) will take effect? TBD

What is the estimated annual operating cost increase or (decrease) for this project? TBD

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: $10,800,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Prior years funding was used for acquisition of the Roof Depot and will be used in 2020-21 for design and site preparation.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Design will be completed over the course of the current year with concurrent environmental remediation and demolition. Phased construction will begin late this year and early 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, are uniquely inviting and have access to Public Works maintenance and repair services. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
The Hiawatha Maintenance Facility campus expansion will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations are becoming inadequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life. The Hiawatha Maintenance Facility campus expansion will enhance inclusivity with a convenient training and recruitment center.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. The Hiawatha Maintenance Facility campus expansion will enhance the City’s ability to provide critical Public Works infrastructure services including water, storm and sanitary utilities and street and sidewalk maintenance and repairs.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. The Hiawatha Maintenance Facility campus expansion will enhance the City's ability to provide sustainable resource practices and environmental protection.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of the Hiawatha Maintenance Facility campus expansion will benefit the City residents through improved and equitable access to utility infrastructure, street and sidewalk maintenance and repair services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The Hiawatha Maintenance Facility campus expansion design would allow for public access to a community space; improved parking options; and multiple in/egress points for rapid repair response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. The Hiawatha Maintenance Facility campus expansion has been included in a public arts grant.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The proposed relocation of the Water Distribution and Maintenance Operations will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Water Main maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.
The design team is currently looking at the advantages of improving the existing Central Stores building, and of combining Departmental Stores functions for efficiencies. A parking structure will be needed to allow consolidation of activities for efficient operations. More vehicles and equipment will be stored inside and covered, extending their lives and reducing start-up delays. Fleet Maintenance and wash bays are being added, as well as improved facilities for Cured-in-Place Pipes (CIPP). Improved conference, muster and locker facilities will be provided. The fuel station is being relocated farther away from the neighborhood residences to reduce congestion. Central Stores will also be relocated to relieve congestion and improve on-site traffic flow.

This Capital Budget Request requests funding for the above scope.

Relocation of Water Distribution & Maintenance will free up the existing East Hennepin site for a needed relocation of Fire Station No. 11 (FIR11).

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CITY OF MINNEAPOLIS

WTR23 Treatment Infrastructure Improvements

Project Details:

Project Start Date: 1/1/2011
Ongoing Program: Y
Submitting Department: Public Works - Water
Contact Person: Dale Folen
Level of Need: Significant
Estimated Project Completion Date: 12/31/2026
Department Priority: 2
Contact Phone Number: 612-661-4908
Website: N/A

Project Location:

Address: Water Campuses in Fridley and Columbia Heights
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All

Project Description:

Many small to medium-sized improvement projects are necessary to maintain operation of the water treatment plants and pump stations on the drinking water treatment campuses. New projects are identified based on condition assessments and prioritized based on an organized risk evaluation system. Anticipated projects include improvements to obsolete control system infrastructure, repair of aging treatment plant piping, improvements to security and safety systems, replacement of pumps, and chemical storage and feed system improvements.

Purpose and Justification:

The goal is to design and deliver multiple as-needed projects each year to address risk in a timely manner avoiding reactive capital repair projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918 with water to the campus provided by 1900-vintage transmission pipelines. Pre-treatment sections of the 1925 Fridley Filter Plant remain in service. The Fridley Softening Plant was completed around 1940. Each plant has chemical feed systems that have a shorter life than the building structures to be replaced under this program. Ten pump stations ranging in age from 1 to 120 years have 45 pumps and associated motors, valves, and piping. Process control and monitoring equipment need regular updating. All of these facilities, including transmission piping and valves within and between the treatment campuses need replacement of significant parts or systems to maintain operability.

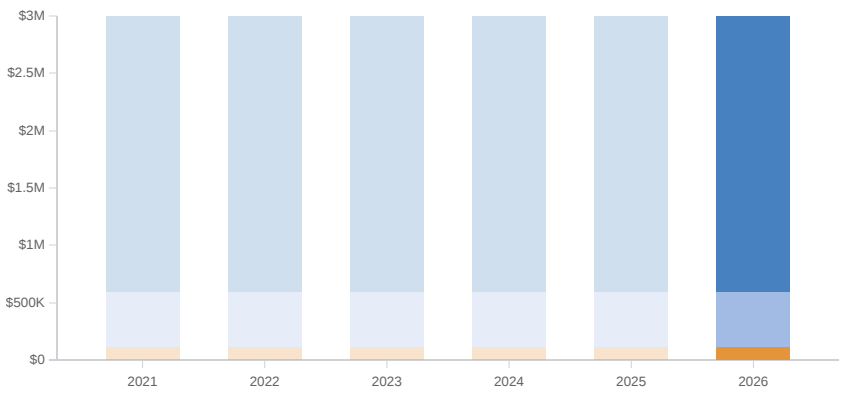
Project Visuals and Map:



Project Cost Breakdown

WTR23

Updated 2 weeks ago



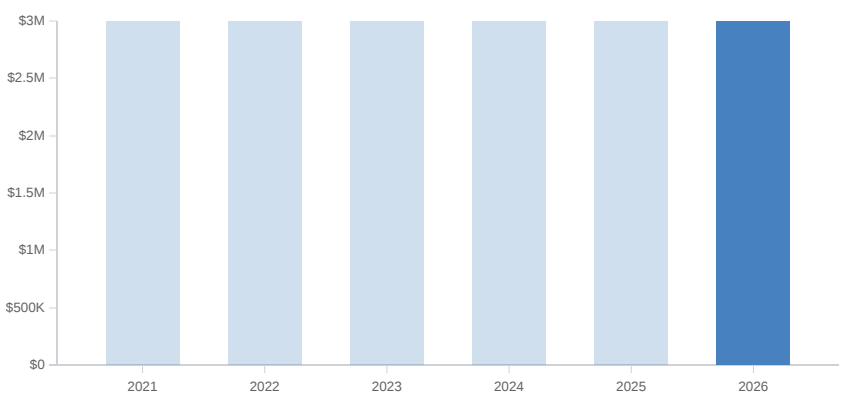
$3,000,000.00

Expenses in 2026

Department Funding Request

WTR23

Updated 2 weeks ago



$3,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None finalized. Plan for Custom Efficiency rebates (electric power savings) from Xcel Energy where possible.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and
maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? $0 (goal)
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Planning for neutral change or decrease in operating cost. Attempts to improve efficiency are pursued wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Establish annual goals and schedules for each sub-project. No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Significant flexibility is available, as long as systems remain operational.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement or rehabilitation of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:
We have developed a prioritized list of projects, so that progress in improvements can continue in the case of certain projects being delayed or if other projects must be accelerated due to an imminent need arising.

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CITY OF MINNEAPOLIS

WTR27 Advanced Metering Infrastructure

Project Details:

Project Start Date: 1/1/16
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Marie Asgian
Level of Need: Significant
Estimated Project Completion Date: 12/31/23
Department Priority: 3
Contact Phone Number: 612-673-5682
Website:

Project Location:

Address: N/A
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All

Project Description:

This project is for the replacement of automated water meter reporting technology. The legacy automated meter reading (AMR) technology is at the end of its functional life and is due for replacement / upgrade. The new Advanced Metering Infrastructure (AMI) system that is being implemented includes: hardware and software to establish a fixed network of data collectors mounted on City poles, individual meter transmission units (MTU) to be installed at each premise, ability to interface with the City's Utility Billing software, meter data management, a customer portal on the City website, and change out of the meters and MTUs at a portion of the City's residential customer premises (the remainder will be changed out by existing City crews).

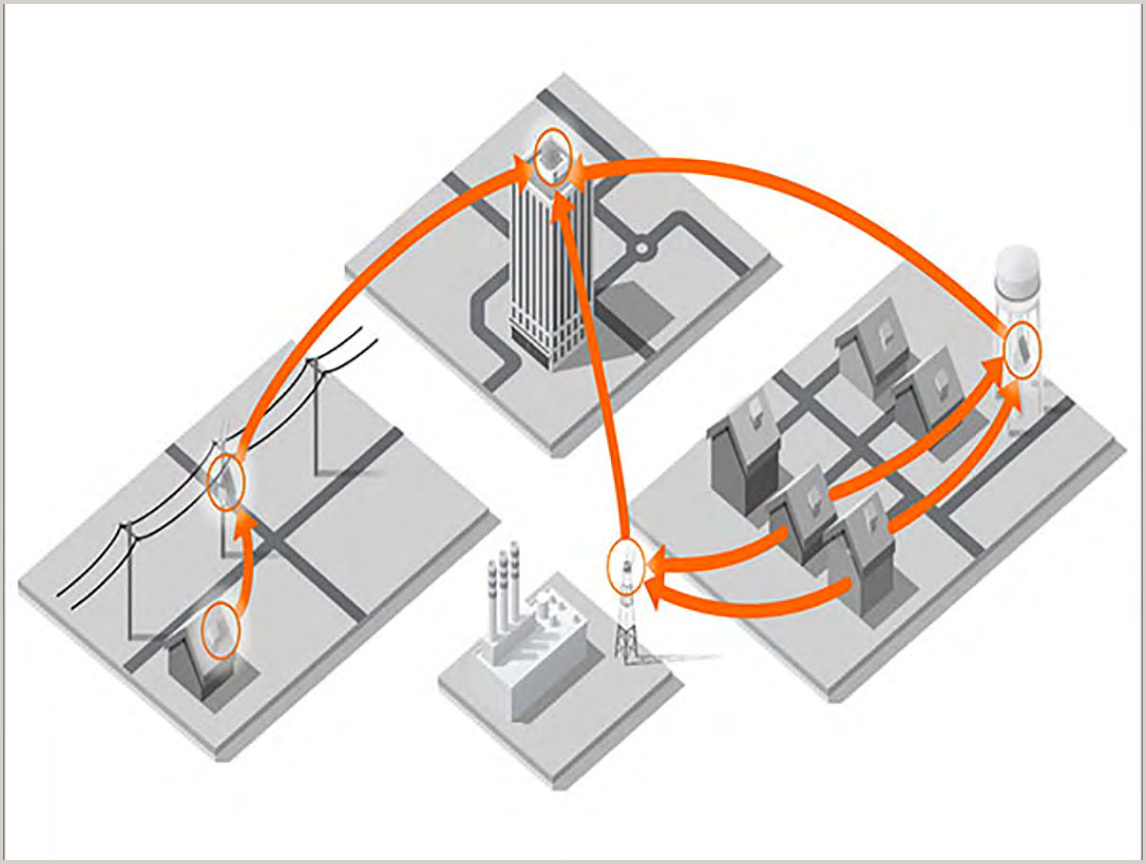
Please note that the meters for the citywide meter and communication system change out are funded as part of WTR12 Water Distribution Improvements. WTR27 Advanced Metering Infrastructure includes the individual hardware communication device installed at each customer property as well as the communication network to remotely collect and report the data to the City.

Purpose and Justification:

The purpose for this project is to replace and upgrade automated water meter reading technology. The benefits of this are twofold: improved efficiency in the automated meter reading process and enhanced services to City water customers.

The existing automated meter reading system, termed advanced meter reading (AMR) technology, has been in place for over 20 years and is due for replacement / upgrade. Meter readings are collected with the existing technology by driving a van equipped with a data collector on a fixed route associated with the designated meter monthly reading date for that route. The data is downloaded to the Utility Billing system when the van returns to the shop at the end of the day. Upgraded technology, termed Advanced Metering Infrastructure (AMI), involves a mesh network with data collectors strategically placed citywide and permanently installed to capture meter reading data continuously without a person driving a route. This eliminates the need for a person dedicated to drive the route and reduces greenhouse gases. Through the web portal, AMI will provide customers with around the clock metered water use data to manage consumption, tips for water wise use, videos that help residents identify and fix common household plumbing leaks, and optional text message alerts for high consumption. This is in contrast to the once a month snapshot of consumption.

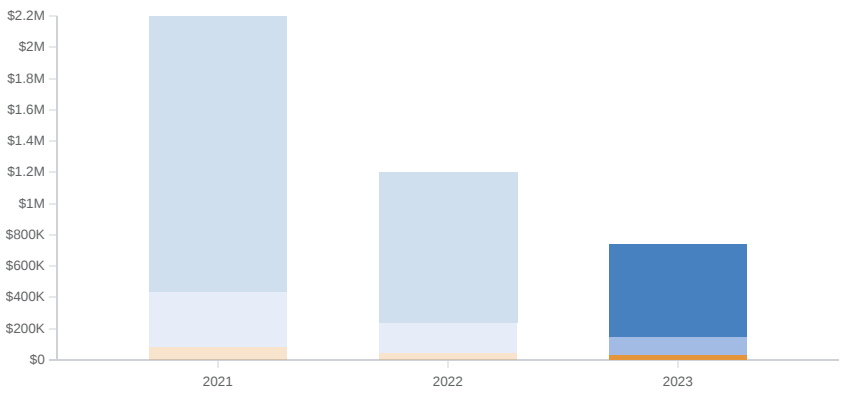
Project Visuals and Map:



Project Cost Breakdown

WTR27

Updated 2 weeks ago



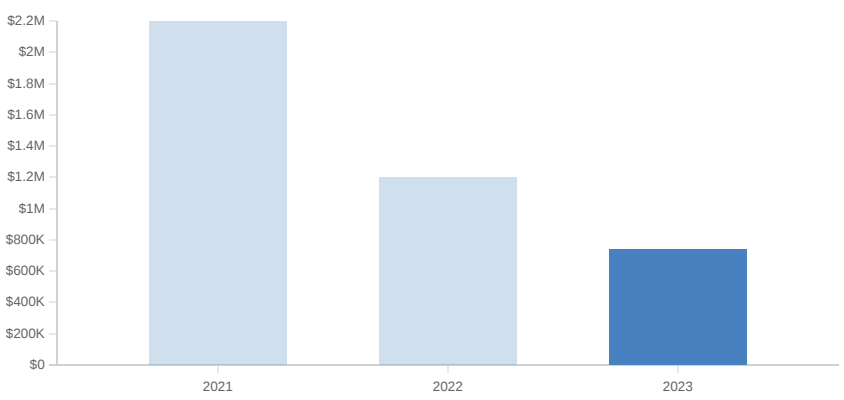
$740,000.00

Expenses in 2023

Department Funding Request

WTR27

Updated 2 weeks ago



$740,000.00

Revenues in 2023

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None planned,

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable

manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? New
What is the expected useful life of the project/Improvement? 20 years
Year that Operating Incr/(Decr) will take effect? 2023
What is the estimated annual operating cost increase or (decrease) for this project? **(**$100,000)
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $3,240,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
At present time, most of the remote meter readings for billing are collected by a receiver in a van that drives every street in the City once a month. The new automated meter reading systems use a fixed network with receivers that serve a several block range that convey the signal to the City's billing system. This would eliminate the need for the equipped van and the employee to drive it. However, some of these savings will be offset by costs associated with maintaining the AMI software and related infrastructure.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Annual operating costs are expected to decline for this project.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
None anticipated.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
This project is phased for research, design, purchase and implementation. In 2016, system requirements and compatibilities were determined and an RFP for hardware and software procurement and installation was issued. In 2017 a Vendor was selected and initial project startup began with integrations for data transfer from to the Utility Billing software and siting of data collectors for full coverage of the City.

In late 2018, installation of DCU's and meter replacement / MTU installation began. At present, one-third of the 100,000 residential meters and meter reporting devices in the City have been replaced as part of this project. Forty-three of the eighty data collectors have been installed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is a limited amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project will be managed by geographical sections of the City which could be increased or decreased in the plan for each year. It should be noted that if reduction in funding significantly delayed the project completion, operational costs would increase. Throughout the duration of project implementation, dual meter reporting systems (the old AMR system and the new AMI system) will need to be maintained including software and data collection hardware maintenance and support agreements.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Among the benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation. These benefits provide a better overall service to all of our customers.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The upgraded technology (a network of data collectors that are strategically placed and permanently installed to capture meter reading data continuously without a person driving a route) eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The purpose for this project is to upgrade to automated water meter reading technology. Some of the benefits of this are improved efficiency in the automated meter reading process and improved services to City water customers. All of these help us operate more efficiently, effectively, and provided better service to our customers.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, water conservation, and hourly customer demand data that can be used in the hydraulic model to better understand and manage flow in the water distribution system.

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CITY OF MINNEAPOLIS

WTR29 Columbia Heights Campus Upgrades

Project Details:

Project Start Date: 1/1/17
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Dale Folen
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 5
Contact Phone Number: 612-661-4908
Website:

Project Location:

Address: Water Campus in Columbia Heights
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Water Campus in Columbia Heights

Project Description:

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is to implement a systematic strategy to replace the function of structures built prior to about 1920. A replacement chemical storage and feed system was completed in 2019-2020. The remaining primary needs is to remove the Open Reservoir from service due to reservoir structural deterioration and water quality concerns. Removal of the reservoir requires a means to convey spent membrane backwash from the Columbia Heights Membrane Plant to the Fridley campus (a distance of approximately 3 miles). The focus of the past three years (2017 – 2020) has been on access, hydraulic evaluation, and rehabilitation of existing drain lines for this purpose. Future project direction and costs are dependent upon feasibility of the drains for long-term use. If feasible, the project will include selective repair of two drain pipelines, a pipeline to bypass the main process water around the Open Reservoir, and eventual re-purposing of the Open Reservoir.

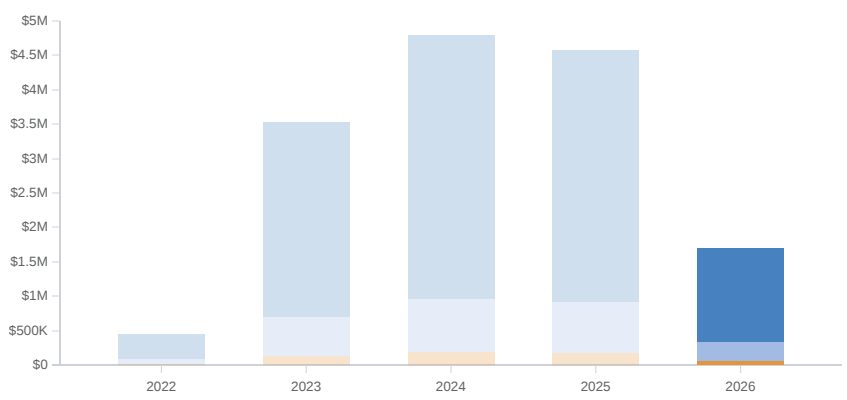
Purpose and Justification:

The Open Reservoir has several concerns, including vulnerability, safety, and periodic water quality issues that make filtration more difficult. The structure and liner system installed in the early 1990's are showing signs of deterioration. Currently, all water pumped to the Columbia Heights campus flows through the Open Reservoir. Spent filter backwash water (used to clean the membranes) from the ultrafiltration Membrane Plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed and rehabilitated to convey water to and from the treatment processes that are remaining for the long-term.

Project Cost Breakdown

WTR29

Updated 2 weeks ago



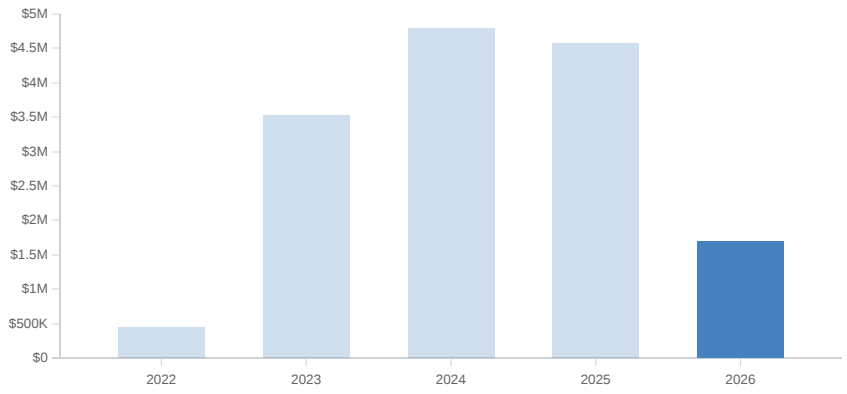
$1,700,000.00

Expenses in 2026

Department Funding Request

WTR29

Updated 2 weeks ago



$1,700,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None planned.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable

manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 40 years
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Planning for neutral change or decrease in operating cost.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

- Rehabilitation and construction of vaults to access key drain line and softened water force mains: 2017-2020
- Replacement of CHFP pretreatment chemical storage and feed system: 2018-19
- Cleaning of drain line and feasibility study for drain line rehabilitation: 2020
- Update of prioritized improvement plan and program cost: 2021 (outside of capital program)
- Remediation of drain line: 2022-2023
- Design and construction of backwash equalization basin and pipeline extension for recycling spent membrane backwash water: 2022-2023
- Construction of backwash equalization basin and pipeline extension: 2023-2024.
- Pipeline to bypass the Open Reservoir: Design 2023-2024, Construction 2024-2025.
- Re-purposing of the Open Reservoir: 2026.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Significant flexibility is possible to adjust expenses between years.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Some of the water infrastructure on the Columbia Heights water campus installed from 1894 to 1920 is still in operation, but sometimes has the potential to impair water quality aesthetics. The Columbia Heights Campus Upgrades project is a prioritized list of improvements to bring the systems on that campus to modern standards. The water treatment system on the Columbia Heights campus works together with the treatment systems on the Fridley campus to supply high-quality water to the whole city.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. The operational work-around is to use a small bypass system during seasonal periods of concern, but the plant capacity is severely limited due to the lack of capacity to adequately recycle spent filter backwash water. 2015 evaluations determined rehabilitation of an existing drain line to convey the backwash to the Fridley campus 3 miles away was cost effective relative to construction of backwash storage and treatment at Columbia Heights or a a new drain line between the campuses. However, the existing drain line is located below two water mains and the ability to access, assess, and clean the line to a point where rehabilitation planning and design can begin has taken considerably more effort than anticipated. Should the rehabilitation of the drain line prove infeasible, the overall campus upgrade plan needs to be re-evaulated.

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CITY OF MINNEAPOLIS

WTR31 Electrical Service Rehabilitation

Project Details:

Project Start Date: 1/1/18
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Brittany Pentek
Level of Need: Significant
Estimated Project Completion Date: 12/31/26
Department Priority: 4
Contact Phone Number: 612-661-4912
Website:

Project Location:

Address: Pump Station 5 Area on Fridley Campus
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Pump Station 5 Area on Fridley Campus

Project Description:

The project will rehabilitate the incoming electrical service equipment at the water treatment campus in Fridley and the raw and primary finished water pump station (Pump Station 5). The existing electrical components and systems vary in age from 40 to 90+ years. The project will replace or rehabilitate Switchgear, Motor Control Centers, Transformers, main Bus-bar conductors and supporting equipment and materials. The new system will include modern controls and communications to improve efficiency. The new equipment also will include provisions for future connections to alternative and renewable energy sources.

Purpose and Justification:

Pumps, and the electrical power serving them, are vital to delivering water into treatment and on to our customers. The existing electrical equipment has worked effectively for such a long time but many of the components are nearing the end of their life as documented by initial detailed condition assessments. Modern electrical equipment will include many safety enhancements which will help protect personnel as well as the equipment. The new control systems will allow increased efficiency of operation, which is important since the pump station is the largest consumer of power in the City. A sequence of priorities has been developed to coordinate the most needed changes first while maintaining continuous operation.

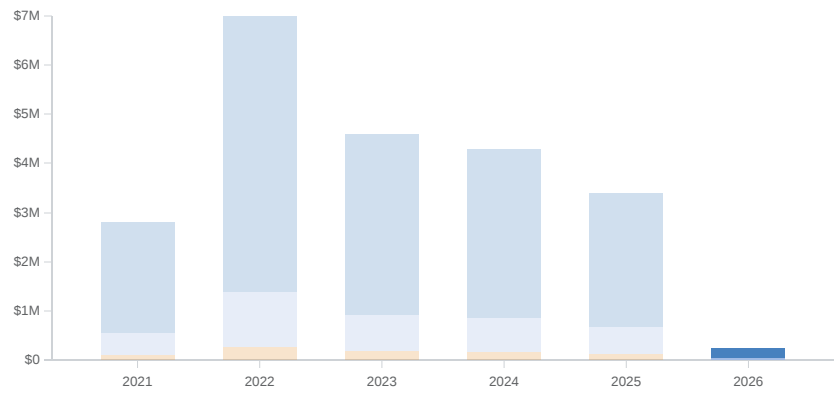
Project Visuals and Map:



Project Cost Breakdown

WTR31

Updated 2 weeks ago



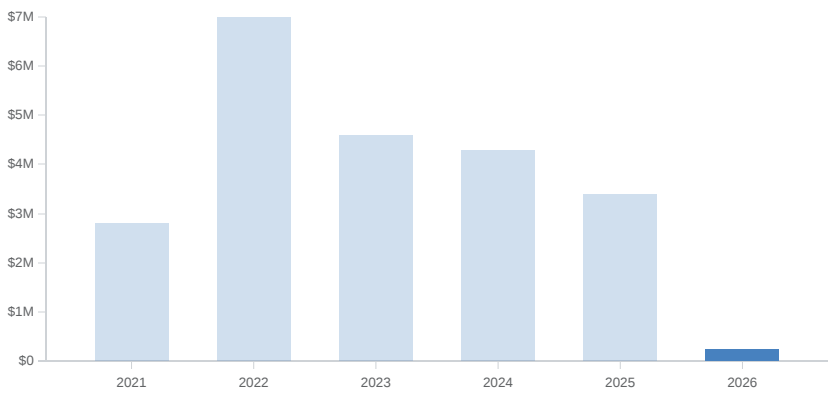
$250,000.00

Expenses in 2026

Department Funding Request

WTR31

Updated 2 weeks ago



$250,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None planned. Timelines will be shared with Xcel Energy should they want to do repair or upgrade work without causing additional shutdowns on individual service lines.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 50 years
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? Yes
Prior Year Remaining Bond Authorizations: $971,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Planning for neutral change or decrease in operating cost. Upgrading the equipment will allow smarter controls to reduce peak usage on high power equipment while maintaining the level of service to customers.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
The project was initiated in 2019 with the design of upgrades to the electrical components of the major raw and finished water pump station happening in parallel with condition assessment of other major campus electrical infrastructure. Based on that initial work, five major phases of the overall program are planned:

- Raw/Finished Water Pump Station Starter Replacement: Design 2019 – 2020, Procurement 2020 – 2021, Construction 2021 – 2023
- Main Campus Switchgear Replacement: Procurement 2021-2023, Design and Construction 2022-2024
- Fridley Softening Plant 480V Electrical Service: Procurement 2020-2021, Design and Construction 2021-2022
- North Campus Switchgear and Electrical Service: Procurement 2021-2022, Design and Construction 2022-2024
- Miscellaneous prioritized electrical improvments: 2023 – 2026

Prior year remaining bond authorizations will be used in 2020 for the above work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Minimal flexibility will be allowed to adjust work between years once the phased plan is initiated because the build-out of the electrical distribution system is set.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

The water supply system is vital to fire-fighting safety for the entire city. The Electrical Services Rehabilitation project will replace and strengthen major infrastructure components needed to deliver water to the city.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The City prioritizes reliable and equitable access to high-quality public services. The Electrical Services Rehabilitation project will extend the life and reliability of the water supply system for the whole city.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Electricity is required to power pumps to move water, so increasing the reliability of the electrical system supports the reliability of the water service. Optimizing pumping will allow the City to decrease its monthly energy costs, and make the City a better steward of existing resources and the environment.

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CITY OF MINNEAPOLIS

WTR32 Softening Plant Chemical System Improvements

Project Details:

Project Start Date: 1/1/19
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Li Zhang
Level of Need: Significant
Estimated Project Completion Date: 12/31/24
Department Priority: 7
Contact Phone Number: 612-661-4904
Website:

Project Location:

Address: Softening Plant on Fridley Campus
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Softening Plant on Fridley Campus

Project Description:

This project will replace lime chemical feed equipment ("slakers") and upgrade and expand on-line lime storage at the Fridley Softening Plant (FSP). This will improve the reliability and effectiveness of lime slaking equipment, reduce operations and maintenance requirements, improve lime feed control, and improve storage and transfer/handling facilities at FSP. Effective and reliable lime softening is the key water treatment process to provide high quality drinking water.

Purpose and Justification:

Currently six lime chemical feeders, or slakers, are in use at the Fridley Softening Plant (FSP). Four are near the end of their serviceable life – maintenance frequency has increased, replacement parts are limited in availability, and and controls are obsolete. These slakers must be replaced with due considerations given to cost effectiveness, chemical feed efficiency, process control needs, redundancy, and maintainability. The existing slakers are supplied from "on-line" storage bins of limited capacity. FSP has a large volume of additional lime storage available but it requires manual transfer to the on-line storage bins. This manual transfer requires extensive use of personal protective equipment and energy – both 'person power' and electrical. This project will make the storage improvements necessary whether through alignment to new slakers, installing mechanical means of effective and safe transfer to existing on-line storage, or altogether new storage silos.

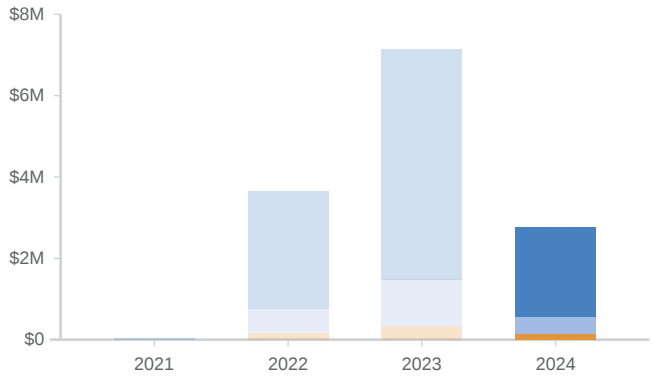
Project Visuals and Map:



Project Cost Breakdown

WTR32

Updated 2 weeks ago



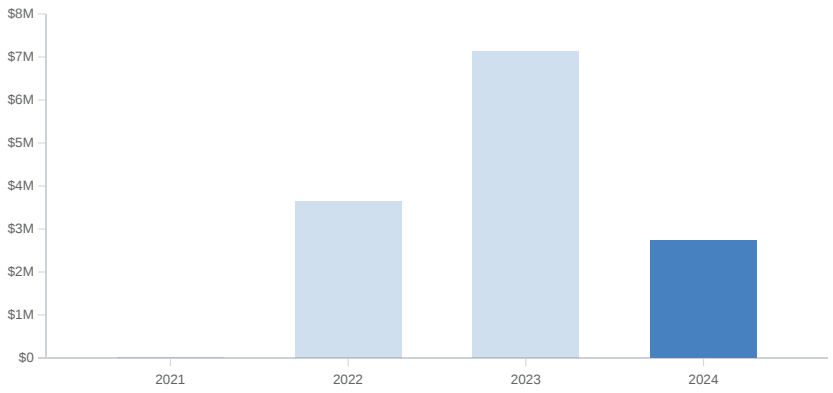
$2,750,000.00

Expenses in 2024

Department Funding Request

WTR32

Updated 2 weeks ago



$2,750,000.00

Revenues in 2024

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None planned.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 25-40 years
Year that Operating Incr/(Decr) will take effect? 2024
What is the estimated annual operating cost increase or (decrease) for this project? Decrease TBD
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: $0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Expanded lime storage will enable more deliveries of lime by rail car rather than trucks – reducing unit chemical costs, labor costs to unload, and lowering carbon footprint for delivery. Improvements to slaker equipment, ventilation systems, and space utilization are anticipated to result in more efficient maintenance with a corresponding reduction in labor and materials costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable, costs expected to decrease.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
2019: RFP for program consultant and preliminary planning (in-depth alternatives assessment and basis of design).
2020 – 2021: Detailed Design, Equipment selection and procurement, begin construction
2022 – 2024: Continued procurement, Installation and Construction

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Flexibility is available, with phased improvements in the areas of offloading, conveyance, storage and feed systems, as long as critical systems remain operational in parallel with construction.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The Softening Plant Chemical Feed improvements project will result in comprehensive long-term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is the key water treatment process to continue providing high quality drinking water to all customers.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

The Softening Plant Chemical Feed improvements project will result in comprehensive long-term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is the key water treatment process to remove organics and minimize disinfection by-products. Young children are particularly susceptible to adverse effects of disinfection by-products.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Lime expenses are over $2 Million annually. This program enhances and ensures efficient and effective use of this chemical in lime softening - the key process in our overall drinking water treatment profile.

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CITY OF MINNEAPOLIS

WTR33 3rd Ave Bridge Water Main

Project Details:

Project Start Date: 1/1/20
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Marie Asgian
Level of Need: Significant
Estimated Project Completion Date: 12/31/21
Department Priority: 8
Contact Phone Number: 612-673-5682
Website:

Project Location:

Address: 3rd Avenue Bridge
City Sector: Multiple
Affected Neighborhoods: Various
Affected Wards: 3

Project Description:

WTR 33 is a project to renovate, adjust the location of, and to replace the structural supports for the 36” water main that hangs under the bridge deck of the 3rd Avenue Bridge over the Mississippi River in conjunction with MNDOT’s bridge deck replacement and sub-structure renovation project.

Purpose and Justification:

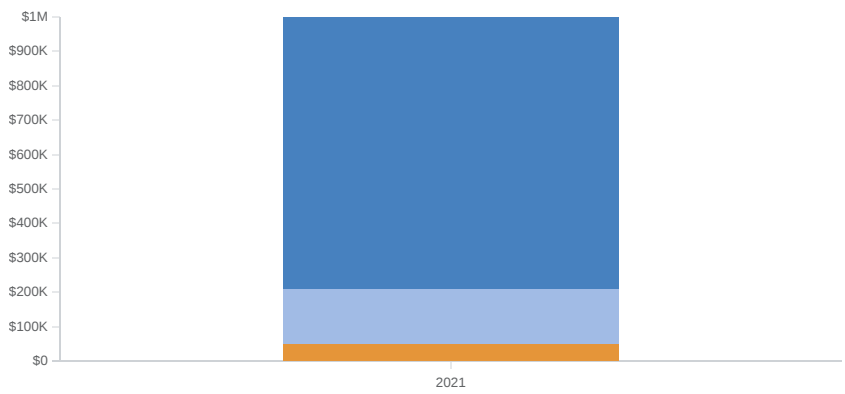
The City of Minneapolis owns a 36” diameter steel water main that is suspended from the deck of the 3rd Avenue Bridge, which is owned by Minnesota Department of Transportation (MNDOT). MNDOT plans to renovate the Bridge beginning in 2020. The water main needs to be lowered to accommodate structural elements that are being added under the bridge deck. Portions of the structural support system that attaches the water main to the bridge was deteriorated and the support system needs to be replaced in the new lower location. Additionally, the existing pipe coating, insulation, and sheathing need to be removed and replaced. Public Works and MNDOT agreed that it would be beneficial for necessary water main work on the Bridge be done by MNDOT’s contractor in conjunction with the bridge renovation project. The City and its Consulting Engineers prepared bidding documents for the water main improvements, and the State has included them in its bidding documents for the project.

The cost of the water main related work has increased significantly from the initial estimate submitted in the 2020 Capital Budget Request. At the time the Capital Budget Request was submitted, the condition of the pipe coating was unknown since the water main is not visible for inspection as it is surrounded by insulation and enclosed in metal sheathing. The integrity of the pipe coating is essential to corrosion protection, particularly in locations that are exposed to runoff from roadways. A condition assessment was performed by removing the insulation and sheathing in select locations. The pipe coating was found to be badly degraded and in need of replacement. The project scope was amended to include removal of existing sheathing and insulation, sandblasting the water main (including containment and safe disposal of the asbestos laced coating), repainting, installing new insulation, and installing sheathing.

Project Cost Breakdown

WTR33

Updated 2 weeks ago



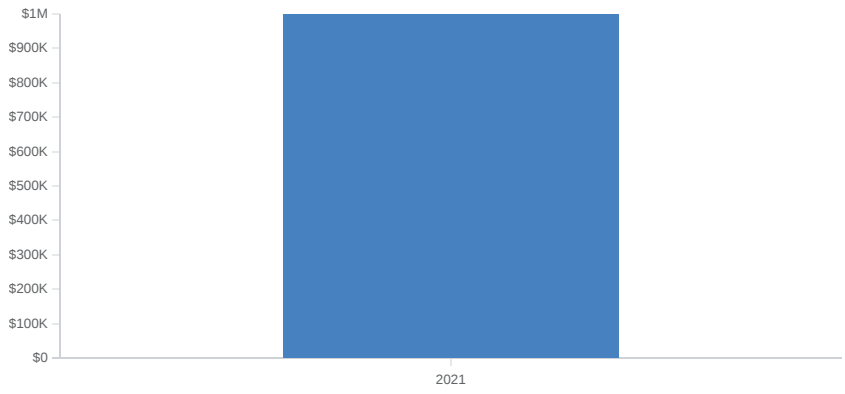
$1,000,000.00

Expenses in 2021

Department Funding Request

WTR33

Updated 2 weeks ago



$1,000,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Work on this project will be performed in conjunction with MN DOT's bridge rehabilitation project. Plans and specifications for the water main renovation and support systems were incorporated into MNDOT's bid package for the Bridge renovation. Work will be performed by MNDOT's contractor and inspection services will be performed by MNDOT. A Cooperative Agreement will be used to compensate MNDOT for City water main related expenses.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 50 years.
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? N/A
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Neutral change – renovation of existing infrastructure.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not flexible. Since the water main support system is suspended from the bridge deck and MNDOT intends to remove and replace the bridge deck, this project is integral to MNDOT's Bridge renovation project. Additional bridge deck structural support modifications are contingent on lowering the City water main. Significant costs savings are achieved by also completing the water main renovation as part of the Bridge project.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

This project helps maintain the ability to provide sufficient water supply to all parts of the City for drinking water and fire suppression. This project also facilitates MN DOT's ability to renovate an arterial transportation corridor linking Downtown with Northeast Minneapolis.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Without the approval of this project, MNDOT's necessary rehabilitation of the 3rd Avenue South Bridge over the Mississippi River cannot proceed. In order for MNDOT's work to ensue, the water main must be temporarily shored. This temporary shoring is the City's expense. While the water main is temporarily shored, select structural elements that are part of the permanent support system for the 36" water main should be replaced to ensure the ongoing structural integrity of the water main's attachment to the bridge.



CITY OF MINNEAPOLIS

WTR34 Fridley Facilities and Campus Improvements

Project Details:

Project Start Date: 1/1/20
Ongoing Program: N
Submitting Department: Public Works - Water
Contact Person: Annika Bankston
Level of Need: Significant
Estimated Project Completion Date: 12/31/29
Department Priority: 9
Contact Phone Number: 612-661-4975
Website:

Project Location:

Address: Fridley Campus
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All wards
Fridley Campus

Project Description:

Develop and implement a master plan for wise use of the Fridley Campus of the water division related to personnel work spaces, maintenance materials storage, equipment warehousing, and maintenance areas. Expected projects would include one or more buildings to more efficiently run the business of the utility.

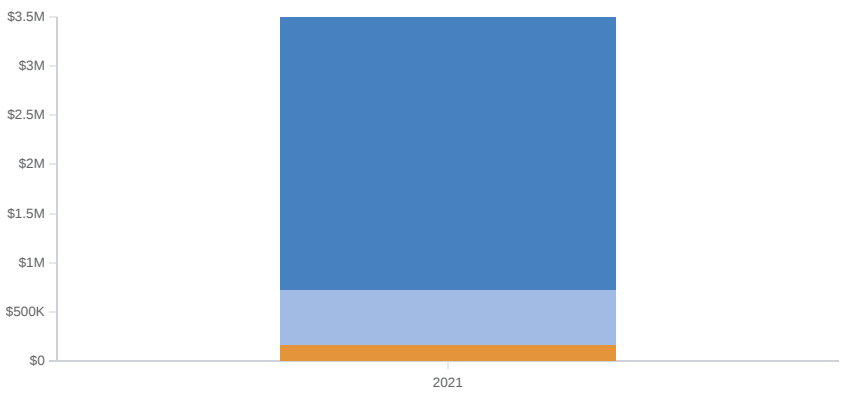
Purpose and Justification:

The Fridley Campus of the water division was developed beginning in 1925. The age of the buildings has generated some concerns and inefficiencies for the operation of the utility. Most of the office spaces are not compliant with the Americans with Disabilities Act (ADA). The final plans for the expanded Hiawatha facility (WTR18), where our Distribution and Meter operations will be relocated, has limited space for weather-protected storage for their maintenance and construction materials. This storage needs to be provided at Fridley in addition to the storage needed for materials and equipment used to maintain the treatment plants and pump stations. There is added cost for maintaining security of the campus, due to the inefficient arrangement of meeting rooms for public visitors (customers, suppliers, consultants and contractors). We perform painting and coating of many of the specialized fittings and equipment used in our utility. Our paint shop and its paint booth, with associated environmental controls, need to be improved. The automotive mechanic shop has limited access and functionality.

Project Cost Breakdown

WTR34

Updated 2 weeks ago



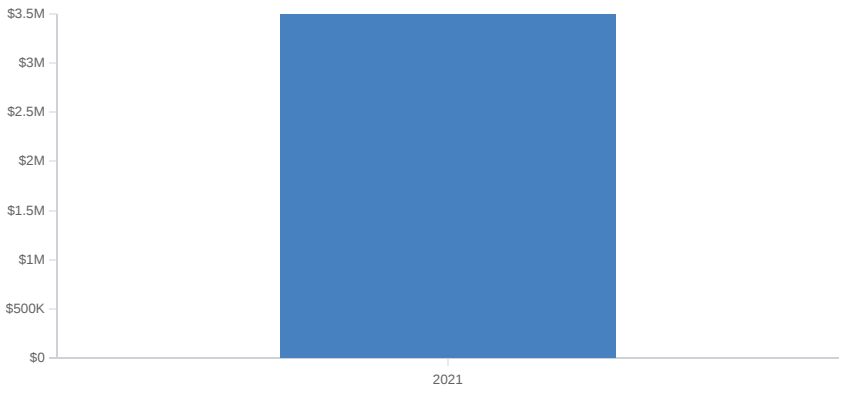
$3,500,000.00

Expenses in 2021

Department Funding Request

WTR34

Updated 2 weeks ago



$3,500,000.00

Revenues in 2021

Partnerships

Have Grants for this Project been secured?
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
None planned.

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.
Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.
6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.
6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements;

educate and engage the public and stakeholders, and enhance livability and safety.
6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Reviews with the Planning Commission will be a future task.

Economic Development

Will the project contribute to growth in the city's tax base?
No impact on existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing and New
What is the expected useful life of the project/Improvement? 50 years
Year that Operating Incr/(Decr) will take effect? Decrease TBD
What is the estimated annual operating cost increase or (decrease) for this project? Amount TBD
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The proposed project will result in decreased operating costs that are directly related to modern design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED).

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
New infrastructure to be constructed will be determined during initial phases of the project.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
2019: Selection of consultant to prepare needs assessment and prioritize needs, and develop alternatives.
2020: Finalize master plan with phased projects and planning-level cost estimates. Begin detailed design of near-term project(s).
2021: Complete design on near-term projects, begin construction.
2022 - 2029: Continued cycles of design and construction of phased projects.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
Significant flexibility is possible to adjust expenses between years.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

People spaces will be made more accessible. Improved traffic flow and traffic safety is a core driver for the project.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Services can be delivered more effectively and professionally in modern facilities. Deficiencies of the existing facilities can be addressed thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Facilities will be improved under current design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED) and incorporation of renewable energy improvements.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

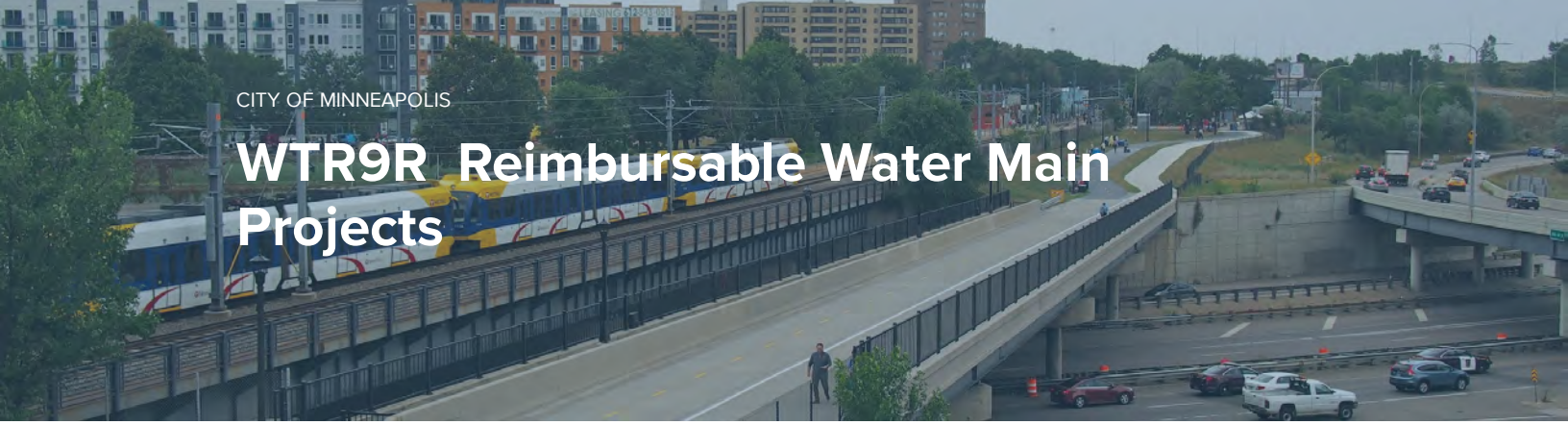
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The final plans for the expanded Hiawatha facility (WTR18), where our Distribution and Meter operations will be relocated, has limited space for weather-protected storage for their maintenance and construction materials. This storage and associated warehousing operations needs to be provided at Fridley under this project.

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CITY OF MINNEAPOLIS

WTR9R Reimbursable Water Main Projects

Project Details:

Project Start Date: 1/1/11
Ongoing Program: Y
Submitting Department: Public Works - Water
Contact Person: Marie Asgian
Level of Need: Signficant
Estimated Project Completion Date: 12/31/26
Department Priority:
Contact Phone Number: 612-673-5682
Website:

Project Location:

Address: Various
City Sector: Multiple
Affected Neighborhoods: Various
Affected Wards: Various
Various locations

Project Description:

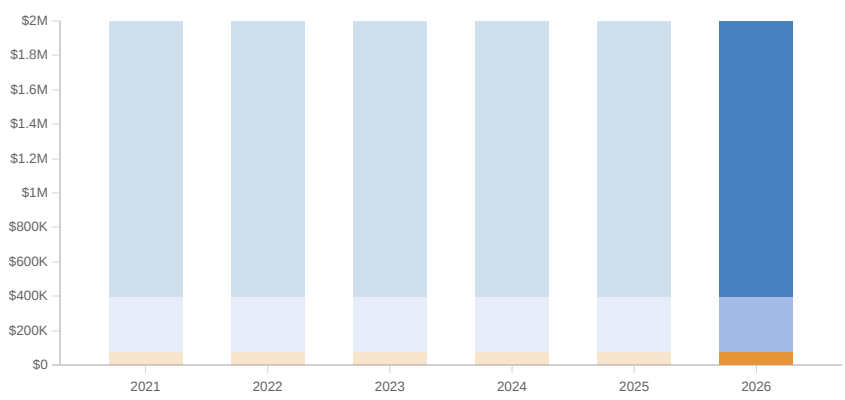
These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by other entities such as MNDOT, LRT, Xcel, and Centerpoint.

Purpose and Justification:

Project Cost Breakdown

WTR9R

Updated 2 weeks ago



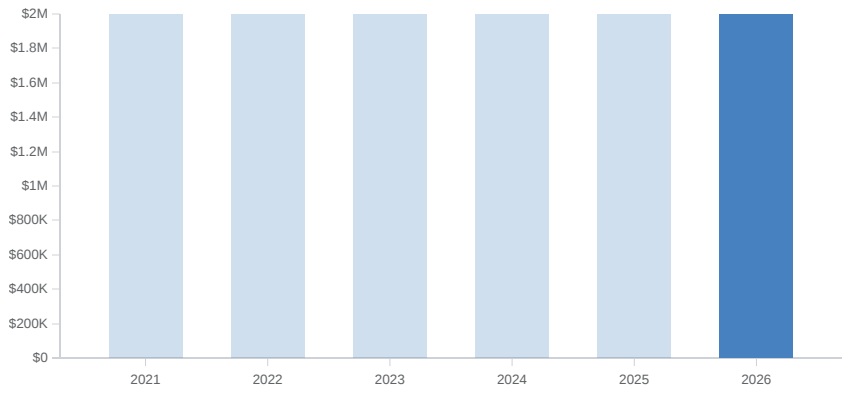
$2,000,000.00

Expenses in 2026

Department Funding Request

WTR9R

Updated 2 weeks ago



$2,000,000.00

Revenues in 2026

Partnerships

Have Grants for this Project been secured?
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This is a pass-through appropriation wherein water enterprise revenue funds are utilized to perform work. Upon completion, expenses are accumulated and invoiced for reimbursement by the requesting entity. The relative timing of the work is controlled by the requesting entity.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Planning

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.
Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.
5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.
5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:
Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Economic Development

Will the project contribute to growth in the city's tax base? .
No impact on existing tax base.

Describe the economic development impact of the project:
Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details
Not applicable.

Operating Impacts

Operations & Capital Asset Maintenance:
Is this request for new or existing infrastructure? Existing
What is the expected useful life of the project/Improvement? 40 years
Year that Operating Incr/(Decr) will take effect? N/A
What is the estimated annual operating cost increase or (decrease) for this project? $0
Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
This work is for various projects for outside agencies, other utilities, and sometimes for other divisions of public works. Operating cost impacts cannot really be determined but since the work is primarily a one-for-one re-location of existing water main or distribution system components, the operating costs would not change. The Water Distribution operating budget would cover any routine costs that would result from the improvements made by this program. Generally plan for neutral change or decrease in operating cost. Attempt to improve efficiency wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

This project supports development and infrastructure improvement projects by providing a tool to resolve utility conflicts within the right-of-way. At times, relocating water main (on a fee-for-service basis) can facilitate a cost effective solutions to transportation improvement projects other infrastructure projects can issues on a reimbursable basis.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe:

Arts and Culture:

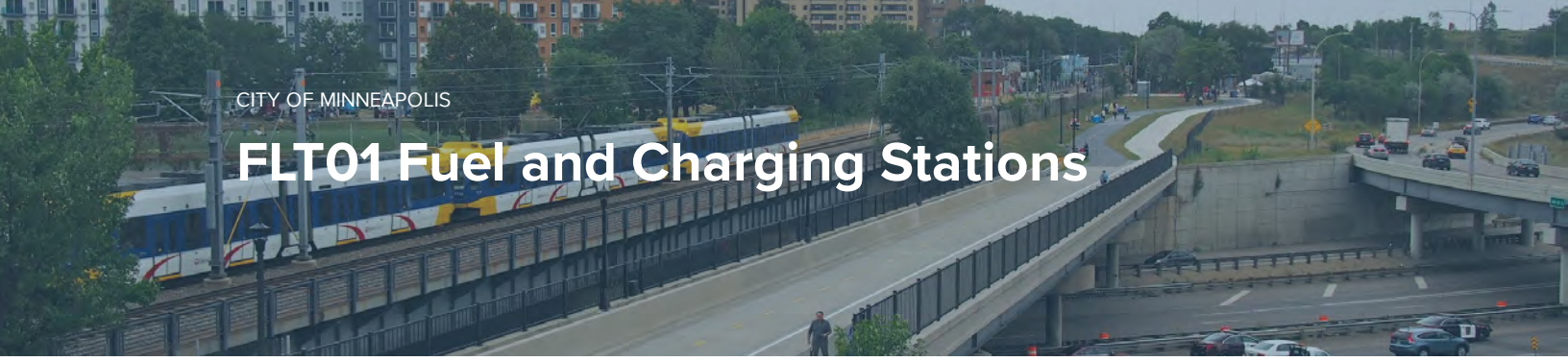
The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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CITY OF MINNEAPOLIS

FLT01 Fuel and Charging Stations

Project Details:

Project Start Date: 2021
Submitting Department: Public Works
Contact Person: Al Thunberg
Level of Need: High
Estimated Project Completion Date: 2025
Department Priority: High
Contact Phone Number: 612-673-5443

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403

Project Description:

Upgrade fuel dispensing systems and fluid dispensing system at Currie Maintenance Facility ($260,000 over 2 years) and install electric vehicle charging stations at various City owned facilities ($712,000 over 5 years).

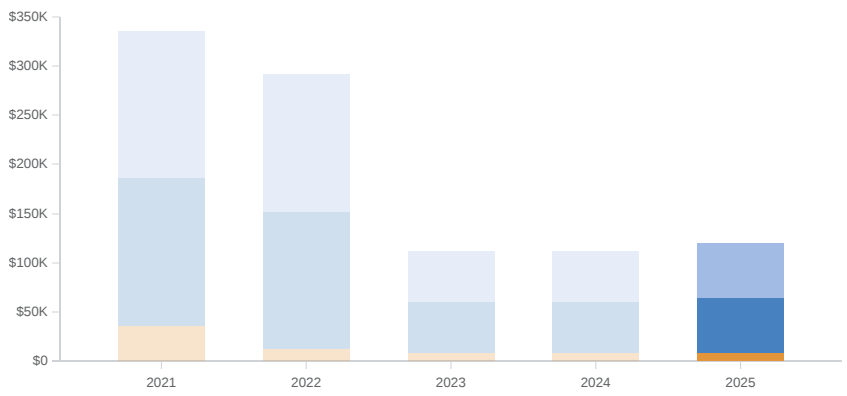
Purpose and Justification:

The fuel dispensing systems are approaching 25 years of age and have reached the end of their life cycle. Maintenance costs are high and parts are becoming obsolete. A failure could result in a negative environmental impact. The fluid dispensing system at Currie is 20 years old, at the end of its life cycle, and parts are obsolete. Fuel distribution is a critical function and upgrading dispensing systems ensures we can continue providing this service.
Access to electric vehicle charging is a critical component to the conversion of the city fleet from internal combustion engines to electric vehicles. Funding is needed to deploy chargers at city facilities in coordination with the conversion to electric vehicles. We will continue to pursue outside funding (e.g. MPCA funding or Xcel partnerships) to leverage city funding.

Project Cost Breakdown

FLT01

Updated 3 days ago



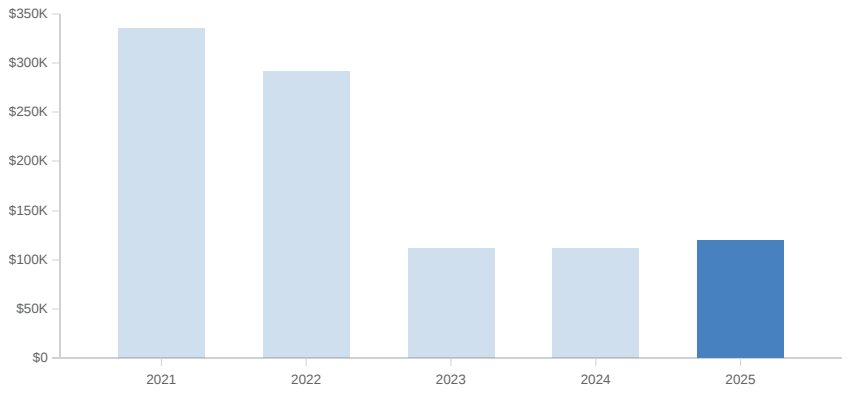
$120,000.00

Expenses in 2025

Department Funding Request

FLT01

Updated 3 days ago



$120,000.00

Revenues in 2025

Partnerships

Have Grants for this Project been secured?

Volkswagen settlement funds have helped pay for 4 charging stations at the Hiawatha facility'

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Received $20,000 grant from MPCA for charging stations at the Royalston facility being installed in 2020.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

We will be entering into a partnership with Xcel to increase the number of electrical vehicle charging station in City facilities. Xcel will provide wiring and electrical infrastructure in Federal parking ramp, the Aldrich facility and the Water Treatment facility for up to 70 charging ports. The City will be responsible for purchasing charging stations.

Operating Impacts

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure?
Fuel dispensing systems replace existing aging dispensing systems; the charging stations are new infrastructure.

What is the expected useful life of the project/Improvement?
20 years

Year that Operating Incr/(Decr) will take effect?
2021

What is the estimated annual operating cost increase or (decrease) for this project?

An increase in electricity use will be more than offset by reduced fossil fuel costs.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
As noted in the electric vehicle study from 2016.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Operating costs are expected to go down.

Project Coordination

If this is a new project, describe the major project phases and timing anticipated for completing the project:
The fuel dispensers, containment sumps, and plumbing from the tanks to the dispensers at the Currie fuel site and the Bryant Ave fuel site will be replaced with modern equipment that meets current regulations for new fuel sites.
The fluid dispensing system at Currie for oil, hydraulic fluid, anti-freeze, transmission fluid and grease will be replaced with a modern system that will integrate with our fleet management software and provide accurate tracking and billing of the fluid inventory.
Electric charging stations will be installed at the Federal ramp, the Aldrich facility and Water Fridley to coincide with the anticipated partnership with Xcel Energy. Charging stations will also be installed at various City facilities as the electric vehicle fleet expands.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
There is some flexibility to scale in accordance with the procurement of electric vehicles.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.
Replacing fuel dispensing systems are essential to the maintenance of the City's fleet. The build out of electric charging stations are required to support the expansion of the City's green fleet. The City's fleet is used by City staff to keep our City safe, clean and livable.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The City has declared a Climate Emergency and moving towards electric vehicles will help us reduce our carbon foot print and reduce our use of non-renewable energy.
Public Works is focusing electric vehicle conversion and associated charging infrastructure at facilities in Racially Concentrated Areas of Poverty. The Hiawatha facility recently received four charging stations funded with city money and VW settlement funds.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.
Fleet Services supports most City Departments by providing vehicles, maintenance, and fuel.

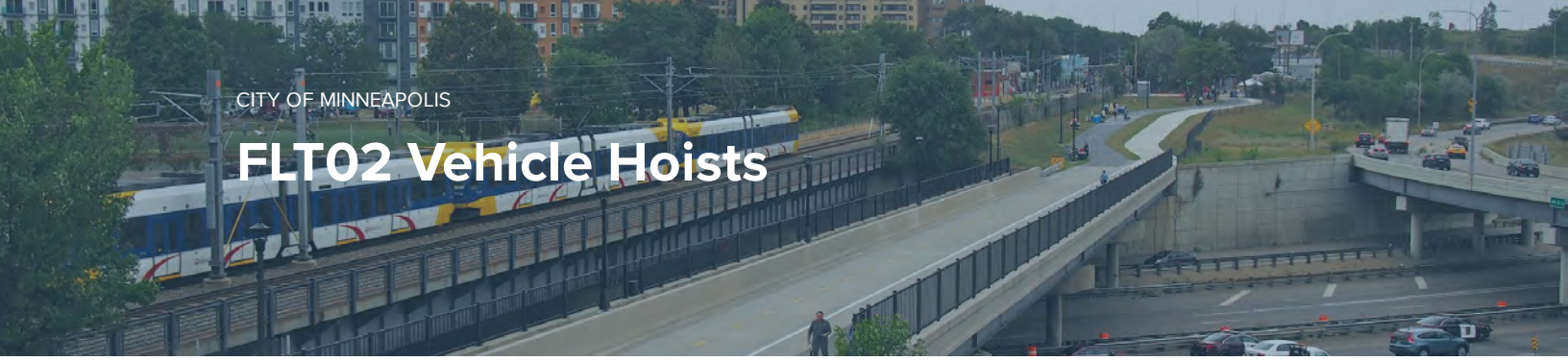
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day.
The funding for additional charging stations will result in operating efficiencies through lower fuel and maintenance costs.

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CITY OF MINNEAPOLIS

FLT02 Vehicle Hoists

Project Details:

Project Start Date: 2021
Submitting Department: Public Works
Contact Person: Al Thunberg
Level of Need: High
Estimated Project Completion Date: 2025
Department Priority: High
Contact Phone Number: 612-673-5443

Project Location:

Address: 1200 Currie Av N and 661 5th Av N
Minneapolis, MN 55403

Project Description:

Replace aging vehicle hoists at both Currie and Royalston maintenance facilities.

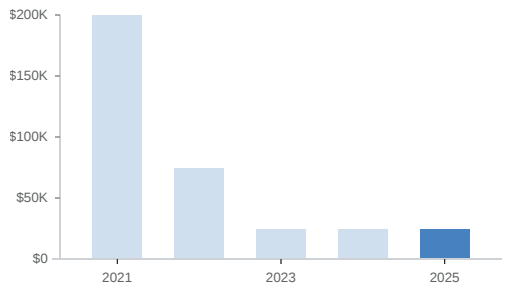
Purpose and Justification:

The vehicle hoists at Currie and Royalston maintenance facilities are 20 plus years old, corroding and have reached the end of their life cycle.

Project Cost Breakdown

FLT02

Updated 3 days ago

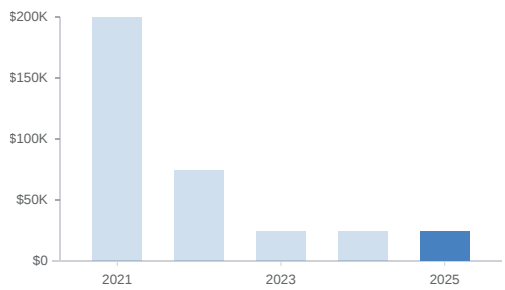


$25,000.00
Expenses in 2025

Department Funding Request

FLT02

Updated 3 days ago



$25,000.00

Revenues in 2025

Operating Impacts

Replacement to existing aging infrastructure
No increase in operating costs
20 plus years life expected

Planning

The Currie facility's large vehicle hoist will be replaced with a galvanized steel hoist for longer life cycle. Other small hoists will be replaced with similar type new units.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals.
Hoists are a required tool used to maintain the City's fleet. Safe running vehicles are needed by our employees to keep our City safe, clean and livable.

Public Safety

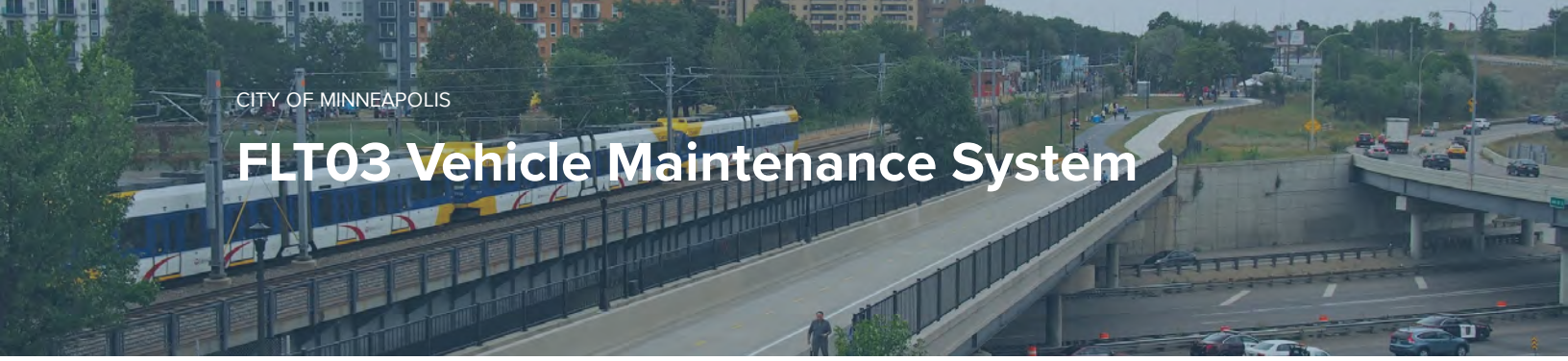
Replacing aging hoists will ensure we can maintain our current level of emergency vehicle availability

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day. Replacing aging hoists will ensure we can maintain our current level of vehicle availability.

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CITY OF MINNEAPOLIS

FLT03 Vehicle Maintenance System

Project Details:

Project Start Date: 2021
Submitting Department: Public Works
Contact Person: Al Thunberg
Level of Need: Low
Estimated Project Completion Date: 2022
Department Priority: Low
Contact Phone Number: 612-673-5443

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403

Project Description:

The RFP for a new fleet management system may result in an entire new system through a new vendor, or new refreshed contract with AssetWorks aka Trapeze. Our current system is getting a version upgrade and will ensure we can continue to operate with vendor support until a decision is made after receiving proposals.

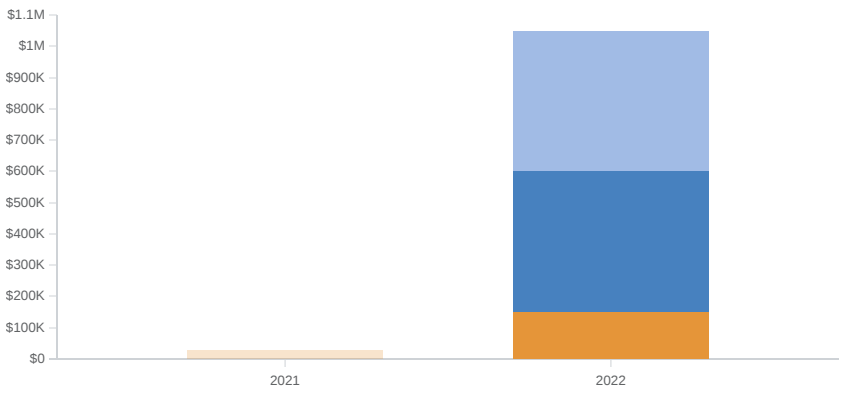
Purpose and Justification:

Our fleet management system contract for M5/AssetWorks has been in place for more than 15 years. IT and Procurement have informed Fleet that we need to put out an RFP and explore the market for a fleet management system An up to date fully vendor supported version of fleet management is essential to City operations as it the operational system for fuel, vehicle tracking, maintenance, and technician time tracking.

Project Cost Breakdown

FLT03

Updated 3 days ago



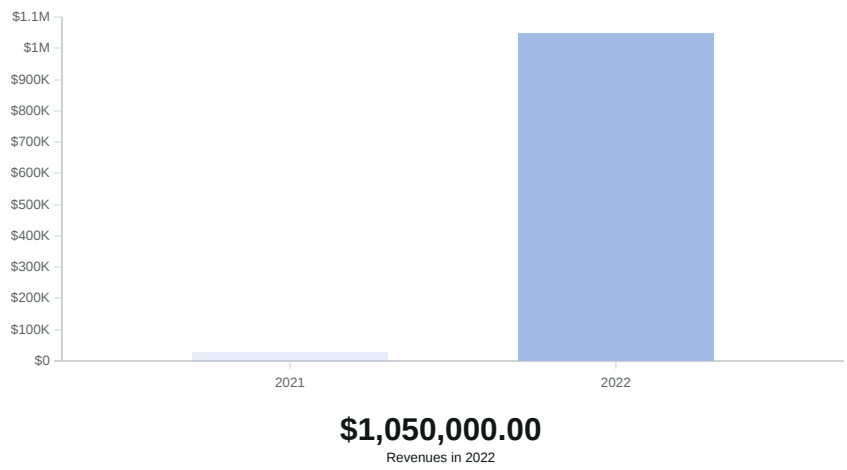
$1,050,000.00

Expenses in 2022

Department Funding Request

FLT03

Updated 3 days ago



$1,050,000.00

Revenues in 2022

Operating Impacts

Is this for new or existing infrastructure?
This would replace an existing Fleet and Fuel management system.

What is the expected useful life of the project/Improvement?
20 years

Year that Operating Incr/(Decr) will take effect?
Operating increase in annual support likely in 2023.

What is the estimated annual operating cost increase or (decrease) for this project?
5% minimum

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Standard support increases are 5%

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Annual costs are shared by system users

Project Coordination

If this is a new project, describe the major project phases and timing anticipated for completing the project:
RFP 2021
Review Demo and Selection 2021
Contract 2021
Plan 2021
Build 2022
Test 2022
Go Live 2022

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
In the event this project takes longer than 2 years to execute, the funding would be spread over additional years.

Minneapolis Goals and Strategic Direction

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.Below is a description of how this project meets each of the City's Goals. Below is a description of how this project meets each of the City's Goals.

Below is a description of how this project meets each of the City's Goals.
A fleet and fuel management system is essential to maintain, manage and keep operational the City's fleet. The City's fleet is a necessary tool for our City staff that keep the City safe, clean and livable.

Public Services

Fleet Services supports most City Departments by providing vehicles, maintenance, and fuel.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Insert detail here.

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day.

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