City of Minneapolis
2026-2031 Capital Budget Requests



2026 2031 Capital Improvement Plan and the Capital Long Range Improvement Committee (CLIC)

The City adopts a six year capital improvement program (CIP) that is updated annually. Each year, City departments and submitting agencies prepare new and/or modify existing capital budget requests (CBRs). The CBRs are then reviewed by the Capital Long Range Improvement Committee (CLIC), which is a citizen advisory committee to the Mayor and City Council. The CLIC process is facilitated by Finance and Property Services staff.

CLIC is comprised of 33 appointed members, including two members per Council Ward and seven at large members appointed by the Mayor. Departments and submitting agencies formally present their requests to CLIC members and answer questions. Members then rate all proposals using a rating system with specific criteria and create a numerical ranking for each project. Highest ranking projects are then balanced against proposed available resources by year to arrive at a six year capital improvement program recommendation to the Mayor and City Council.

CLIC recommendations are presented in the CLIC Report and this serves as the starting point from which the Mayor and City Council's decisions are made. The Mayor makes recommendations on the capital budget as well as the operating budget. The Council adopts the six year capital plan simultaneously with the operating budget, although appropriation is only adopted for the first year.

Minneapolis
City of Lakes

www.minneapolismn.gov

For reasonable accommodations or alternative formats please contact (add your information here including: Finance & Property Services, William O'Brien, 612-673-2492, liam.obrien@minneapolis.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users can call 612-263-6850.
Para asistencia 612-673-2700, Yog xav tau kev pab, hu 612-673-2800, Hadii aad Caawimaad u baahantahay 612-673-3500.

City of Minneapolis

ART01 - Art in Public Places

Project Details:

Project Start Date: 1/1/26
Estimated Project Completion Date: 12/31/26
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: Ex. 1 of 2
Submitting Agency: Arts & Cultural Affairs
Contact Person: Mary Altman
Contact Phone Number: 612-673-3006
Contact Email: mary.altman@minneapolismn.gov
Website: https://www.minneapolismn.gov/things-todo/public-art/
Prior year(s) funding amounts: 1,383,991
Total project cost (all years): 8,790,000

Project Location:

Address: City-wide
City Sector: City-wide
Neighborhood(s) Located: TBD
Ward(s) Located: TBD
Description of Location: Locations will be determined through Public Art Project Selection Process in Spring 2025. See the map below for the locations of current projects.



Draft design concept for New Nicollet public art by Lori Green and Juliette Perine Myers

Project Description

The City of Minneapolis Art in Public Places program enriches the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure through an annual allocation from the City's capital budget. Public artworks contribute to the livability and vibrancy of public places in the Minneapolis. They build pride in community and cultural identity, create a sense of place and initiate discussions 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.

In addition to new Commissions, the City's Public Art Program includes:

- Comprehensive maintenance and conservation of existing artworks,
- Support to communities through a technical assistance and permitting program for proposed projects on City property and in the Right of Way,
- Partnerships and assistance to other government entities, such as MNDOT and Hennepin County, and
- Updates to the City's comprehensive public art policies.

Proposals for new public art sites are selected annually from projects in the Capital Improvement Programs for the Minneapolis Park and Recreation Board (MPRB), Public Works, the Municipal Building Commission and Property Services. The City's Public Art Advisory Panel and the Minneapolis Arts Commission select projects based on the Public Art Values and Goals and the adopted criteria for site selection. A key focus of Art in Public Places is community engagement. This engagement is tailored to the needs of each community, and may entail a variety of strategies such as:

- Involving residents in project planning,
- Reviewing draft design concepts,
- Creating aspects of artworks in community workshops, and/or
- Developing interactive works people can experience in new ways each time they visit the site.

Purpose and Justification

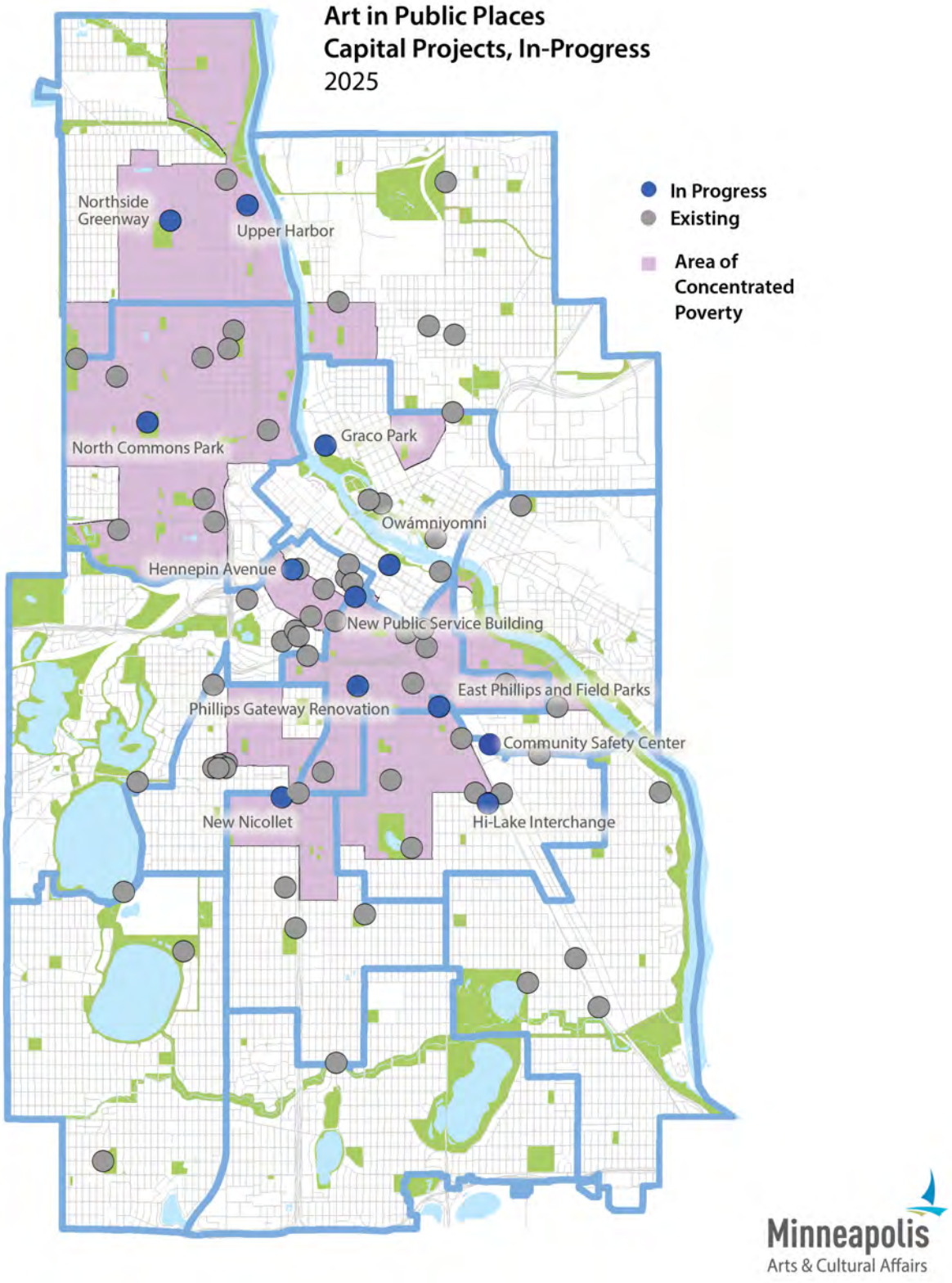
The goals and intended outcomes of the Art in Public Places are to:

- **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.
- **Use 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.

Since 2015 Art in Public Places has been funded annually through City ordinance at the minimum level allowed, which is the equivalent of 1.5% of the net debt bond. For the first time since the ordinance was adopted, Arts & Cultural Affairs proposed an additional public art CBR for the Upper Harbor Terminal project beginning in 2025. See CBR ART02.

Project Visuals and Map

The map below shows the 90 existing artworks in the City's public art collection and the 11 works in progress.





Students from Folwell Elementary painting an asphalt mural on 21st Avenue South. This project was funded by a grant from Bloomberg Philanthropies.

Project Funding and Cost Breakdown

ART01

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391001 - Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$1,233,991	$1,290,000	$1,365,000	$1,440,000	$1,515,000	$1,590,000	$1,590,000
REVENUES	**$1,233,991**	**$1,290,000**	**$1,365,000**	**$1,440,000**	**$1,515,000**	**$1,590,000**	**$1,590,000**
Expenses							
DANDPM - Design and Project Management	$1,000,000	$1,000,000	$1,100,000	$1,200,000	$1,250,000	$1,300,000	$1,300,000
GOVER - General Overhead	$49,360	$51,600	$54,600	$57,600	$60,600	$63,600	$63,600
FFANDE - Furniture, Fixtures, and Equipment	$184,631	$238,400	$210,400	$182,400	$204,400	$226,400	$226,400
EXPENSES	**$1,233,991**	**$1,290,000**	**$1,365,000**	**$1,440,000**	**$1,515,000**	**$1,590,000**	**$1,590,000**

Asset Condition

Asset type: Horizontal Infrastructure, Vertical Infrastructure

Is this request a new capital project or an existing project? New / Existing

It may be both, as projects are not yet selected. The major conservation of an existing artwork may be selected.

If the project is an existing asset, what is the observed remaining life of the asset?

For projects that are major conservations, potential lifespan is a consideration whether the work should be conserved. Typically major conservations occur when they can extend the life of the artwork by 20 years or more.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

If a major conservation is selected, a condition assessment and treatment plan are developed by an art conservator. These are the metrics that the art conservators use when they make a recommendation:

- Conservation Priority 1, Urgent Treatment: Immediate treatment or intervention required. May be structurally unsound, at risk for further damage, or a hazard to public.
- Conservation Priority 2, Requires Treatment: Unstable condition issue, either major or minor.
- Conservation Priority 3, Cosmetic/Aesthetic Treatment: The appearance could be improved. Routine maintenance could be included in this category.
- Conservation Priority 4: No Treatment Required.

Works receiving a ranking of 1 or 2 may be selected for major conservation. The Minneapolis Arts Commission approves all major conservation projects using criteria in section 11.8 of the adopted Public Art Policies.

What is the expected useful life of the project/improvement?

Public artworks are designed to have a lifespan of 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This project is funded through ordinance at a minimum level of 1.5% of the NDB.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The ongoing funding strategy for a completed work of art is to fund annual maintenance through the general fund for the lifespan of the work, which is approximately 25 years. Nearing the end of the lifespan, it will be determined through a physical assessment of the work and community input whether to conduct a major conservation of the work or to deacession it. Major conservation would be funded through future capital allocations to Art in Public Places.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

This is often not applicable to a work of art. However, when the artwork is integrated into City infrastructure, it does need to meet the standards for the infrastructure. For example, the railing for John Bigger's Seed project was required to meet all of MNDOT's 2020 bridge specifications.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The "full service level" for an artwork is detailed in the adopted criteria for public art designs, section 8.4 (see below). The vast majority of the 100 artworks in the current collection would be ranked a 4 or 5.

Stimulate Excellence in Urban Design and Public Arts:
- Is engaging and high quality in concept and construction.
- Is comparable in quality to other artwork commissioned by the City.
- Is unique, one-of-a-kind.
- Complies with City regulations.

Enhance Community Identity and Place:
- Reflects the community and the setting.
- Is integrated into the site design and function.

Contribute to Community Vitality:
- Attracts visitors and residents.
- Encourages civic dialogue about City issues.
- Is safe.

Involve a Broad Range of People and Communities:
- Addresses ADA regulations as they apply to public art.
- Celebrates one or more of the City's cultural communities.
- Brings people together or create a gathering place.

Value Artists and Artistic Processes:
- Presents a unique or appropriate cultural, geographic or artistic perspective.
- Supports the integrity of the artwork and the moral rights of the artist.
- Includes the artist and the artistic process as a central element.
- Appropriately supports the artist and their artistic process.

Use Resources Wisely:
- Is sustainable, secure and durable.
- Completed within the timeline and budget.

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:

Unknown at this point as 2026 to 2031 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 bodies include diverse community representation.
- Artists are selected by independent artists selection panels, and these panels intentionally include diverse representation of artistic experts and local community members.
- 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 annual work plan for the conservation and maintenance of artworks is scrutinized for equitable distribution of the care of artworks across a broad range of communities, and particularly in areas of concentrated poverty.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable - this question relates to non-public art Capital Budget Requests.

Economic Development

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

Describe the economic development impact of the project:

Public artworks on commercial and cultural corridors and downtown support the goals of businesses and developers in the City by increasing the quality of the public realm and retail environments 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 by drawing residents and visitors and creating an identity for the area.

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. Public artworks can enhance the pedestrian experience and often act as wayfinding. These are the among the goals of the Hennepin Avenue, New Nicollet, Northside Greenway and Hiawatha Underpass projects.

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 available space 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 focuses on a tall and narrow gateway with a small foot print.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increase.

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

$3,800 (for three projects)

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

Approximately 2031.

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, an assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the artworks' 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 to decrease future maintenance costs and make the artwork more durable.

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, such as graffiti removal and new coatings are funded annually through Arts & Cultural Affairs general fund. The 2025 maintenance budget for public art is $75,000.

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:

The timing of future public art capital investments and the extent of the funding needed varies with each artwork and depends on the artwork's design, and also on when the overall infrastructure (park, road) will

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 on average take approximately three-four years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, and the final celebration. The timeline for projects varies 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. It's important to note that projects are taking longer since the murder of George Floyd in 2020 due to the need for increased trust-building, transparency and accountability during the community engagement process.

Below is a list of projects underway, their status as of February, 24 2025 and when remaining bond authorizations will be used.

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

Project Selection: Winter 2026
Project Planning and Initial Engagement: 2026
Artist Selection Process: Winter 2027
Design Concepts and Additional Community input: Summer Fall 2027
Fabrication: Summer/Fall/Winter 2028
Installation: Spring 2029

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 funded through ordinance at a minimum level of 1.5% of the NDB.

be reconstructed, which might require temporary removal of the art and may provide an opportunity to renovate it. Often this type of investment occurs when the artwork is 20-25 years old and requires a complete re-coating and other repair. At this phase, the City may also consider whether to conduct major repairs, or whether to remove the artwork from the City's collection.

Artworks constructed early in the public art program, prior to the design assessment and full-time public art staffing, have required more extensive renovations due to inherent flaws and poor craftsmanship. Recently the Columbia Park Gateway was deaccessed by the City, because the property was being transferred to private ownership, and due to:

- The fact that the artwork was in poor condition,
- Another suitable location was not available, and
- There was no longer strong community support for retaining the artwork.

Remaining Bond Authorizations

Figures as of 2.24.25

Project	Year Funded	Phase	Est. Completion	Allocated	Remaining
East Phillips Park and Cedar Field	2022	Planning	2027	550,000	550,000
Graco Park	2023	Planning	2027	400,000	400,000
Hennepin Avenue	2018	Fabrication	2027	425,000	335,000
Hiawatha and Lake	2022	Design	2025	425,000	425,000
North Commons Park	2022	Design	2027	325,000	294,650
Phillips Gateway	2020	Planning	2027	110,000	60,000
New Nicollet	2023	Design	2027	550,000	490,000
Northside Greenway	2023	Planning	2027	350,000	350,000
Southside Community Safety Center	2024	Planning	2027	350,000	350,000
New Public Service Building	2022	Fabrication	2025	80,000	7,000
Owámniyomni	2018	Artist Selection	2027	955,000	634,500
2025 Projects	2025	Planning	2028	1,263,859	1,263,859
2025 Major Conservation	2025		2025	120,000	120,000
					5,160,009



Sample Conservation Project

Often future investment in an artwork occurs due to major damage to an artwork by a vehicle or maintenance equipment. The Harrison Gateway by Jane Frees-Kluth at Penn and Broadway was hit by a vehicle in 2023, which required a new footing and repair to the bronze sculpture. Although this artwork was installed in 1994, nearly 30 years ago, the paint coatings remain in very good condition.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture
The City's public art programming focuses particularly on investments in communities with racial, ethnic and economic disparities. As demonstrated in the map above, ten out of twelve current Art in Public Places project are in Areas of Concentrated Poverty. One is in the area that is a sacred site to the Dakhóta .

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. Downtown Hennepin Avenue was selected for a public art commission with a goal of increasing and highlighting the vitality of the City’s Theater district. Art in Public Places supports local artists and creative organizations, builds their capacity to develop projects and earn revenue, and ensures 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 which are created by artists with deep experiences in those cultures. For example, the Seed project has developed the capacity of several African-American artists to create a work that celebrates African and African-American culture. In addition, these artists learned to work in large scale enamel, a medium new to all of them.

Public Services
The Public Art Program conducts several 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 rooted in the City's goals and policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Selecting artists through an open call process; making information, materials and panel comments available to all applicants; and providing one-on-one technical assistance in community venues and on-line to support applicants in completing application materials.

- Promoting Calls for Artists through a range of methods and collaborating with organizations to reach artists of color. For Public Art at Owámniyomni, the Call for Artists is being advertised in all of the tribal newsletters in the region, and three artist informational meetings are being held in collaboration with tribal reservations. In 2024, 12 commissions were underway with a total of 9 artists. 66% are BIPOC and all are local.
- Seeking the appropriate partners and diverse community members to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their copyrights.
- Working with steering committees and artists to create community involvement processes which are appropriate to their communities and reach a diverse people. These range from traditional community meetings, open houses and pop-up intercept surveys to involving the community directly in artistic planning activities and in the creation of artworks.
- Developing projects 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.
- Public artists, steering committees and partners have access to all project materials through SharePoint.

Built Environment and Transportation

Public art on and within streets, sidewalks, plazas, business and cultural corridors, neighborhoods and other publicly accessible spaces influences the city's livability, bike-ability, 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, the artwork designed for Samatar Crossing focuses on the immigrant groups that have historically settled in the area and includes poetry by seven diverse poets in multiple languages.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Unknown at this point as the projects have not been selected, however, when projects are selected, public art project managers examine these statistics to shape the engagement plans for their projects. In addition, the staff coordinating the infrastructure project (such as Public Works or Park Board staff) have typically already examined this information and shaped the engagement plan for the infrastructure. For example, the North Commons Park Engagement Plan details the demographics of the geographic areas served by the Park. Public art project managers and these staff work together to determine the ways in which the public art project overlaps with the infrastructure engagment, as well as the additional public art engagement that is needed.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Unknown at this time as stated above, but this important question is addressed during the planning phase for each project. Project Managers not only compare
how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents, but also how constituents from BIPOC communities currently relate to engagement approaches compared to white constituents, and how the engagement approaches should be tailored to them. For example, for North Commons Park, we know that the popluation surrounding the park is 42.7% Black/African American, which means that it will be critical for us to partner with organizations serving these populations.

What data is available or missing? How can you obtain additional data?

Again, unknown at this point, but this question is considered during each planning process. An example of data that would be missing is for projects focusing on Native American culture. Key constituents for these communities don't always live geographically in Minneapolis, as they were exiled to reservations, but they still have a very important stake in areas of the City that are sacred to them. For these projects, we connect with the approrite tribes. For example, for the Owámniyomni public art project, which is in an area that is significant to the Dakhóta, we reached out to Tribal State Historic Preservation Officers, the Minnesota Indian Affairs Council and participated in regular meetings of the tribal leadership for the four Dakhóta tribes in the State.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Again, unknown at this point, as the approach for each project is defined during the planning phase and tailored to the needs of the community. Most often, however, the engagement tends to include the most of the full spectrum. The community-based steering committee sets the goals for the project, prioritizes the engagement strategies, and provides the artists with ongoing input.

Describe the engagement and what have you learned?

Again, unknown at this point, however, during each public art project, key questions are asked related to how the community should be engaged in the project, and what aspects of the community's identities might serve as themes for the artwork. For example, for the Public Art at Owámniyomni project, members of the Native American community expressed a strong desire to shape the artist selection process and policy. A group of advisors came together over Summer 2024 to develop this policy, including:

- Joseph Allen (Sicangu Lakota) Director, Gizhiigin Arts Program
- Jewell Arcoren (Dakhóta/Lakota- enrolled member of the Sisseton-Wahpeton Oyate) Dakota & Ojibwe language and community activist
- Juanita Espinosa (Spirit Lake Dakhóta/Lac Courte Oreille Ojibwe) Artist
- Sydney Ockenga (Flandreau Santee Dakhóta descendant) Curatorial Assistant, Two Rivers Gallery
- Darlene St. Clair (Lower Sioux Mdewakanton Community) Associate Professor, Saint Cloud State University
- Dana Thompson (Wahpeton Sisseton/Mdewakanton Dakhóta descendant) Restauranteur – founder of Owámni and Heti
- Kathleen Wall (Jemez Pueblo Community/White Earth Ojibwe Descendant) Potter.

Their work has resulted in new adopted policies for Native American-focused public art projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Here is an example of how the Owámniyomni Public Art Project focuses on racial equity. The site, adjacent to Owámniyomni (St. Anthony Falls) and Wanáği Wíta (Spirit Island), which was destroyed in the 1960's, is sacred to the Dakhóta people. It also exists in area of the Minneapolis where countless resources have gone into celebrating the history of European Americans and the milling industry. The aim of the artwork in this site is to create a welcoming and inclusive place for Dakhóta and Native people and educate people about Dakhóta history, culture and language. This project is one effort and one step toward reclaiming the area for Dakhóta people.



The existing underpass environment at Hiawatha and Lake, which is the site of a 5,200 square foot mural which will be painted in September 2025. The area highlighted in green is the area the mural will cover.

Additional Information

Important Information on the City's public art program can be found on the City's website including:

- Information about the public art commissions underway.
- Eight tours of the artworks in the City's public art collection and additional artworks in the collection of Minneapolis Park and Recreation Board.
- The adopted policies that guide public art decisions in the City, including artist selection, site selection and community engagement.
- Opportunities about public art engagement opportunities, events, and calls for artists can be found on our Facebook page.

To receive emails about public art opportunities local and nation-wide, email mary.altman@minneapolismn.gov.

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City of Minneapolis

ART02 - Upper Harbor Public Art

Project Details:

Project Start Date: 1/1/26
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Significant
Department Priority: 2 of 2
Submitting Agency: Arts & Cultural Affairs
Contact Person: Mary Altman
Contact Phone Number: 612-673-3006
Contact Email: mary.altman@minneapolismn.gov
Website: https://www.minneapolismn.gov/things-to-do/public-art/
Prior year(s) funding amounts: $150,000
Total project cost (all years): $1,550,000

Project Location:

Address: Multiple
City Sector: North
Neighborhood(s) Located: Webber-Camden, Camden Industrial, McKinley
Ward(s) Located: 4
Description of Location: 48 acres located in North Minneapolis, generally between the Lowry Avenue and Camden bridges, on the west bank of the Mississippi River



Examples of some of the nine artworks by Seitu Jones integrated into Heritage Park. The image on the far right is a sample of the text etched in granite below the Fair Housing railing.

Purpose and Justification

The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life”. Working with Public Works and MPRB, this project provides a significant opportunity to deliver public artworks prioritizing inclusivity and community ownership for local BIPOC communities.

Public art has the capacity to create a sense of place and identity within a community and to celebrate histories and identities that have been suppressed and erased. It also has the capacity to support community healing and reimagine the future. By selecting and working with a diverse group of artists and engaging them in Juxtaposition’s compelling storylines, the Public Art Program will commission a series of artworks integrated into the roads, trails, sidewalks, storm water management areas, and parks, re-envisioning a place of environmental and institutional injustice into the future identity of UHT.

A strong public art project is needed to achieve the outcomes outlined by the community for UHT. Yet, the City’s current annual allocation of 1.5% of the net debt bond can’t begin to address the needs of this 48-acre space, which would require 2-3 years of the annual Art in Public Places budget. This is in the context of the already challenged City and Park Board budgets for UHT.

For the first time since the public art ordinance was adopted, the Public Art Program is proposing a CBR for a single public art site. Upper Harbor deserves this level of commitment. The proposed $1,550,000 ($250,000 was already allocated by Art in Public Places for a railing project on Dowling) is comparable to the recent budgets for Nicollet Mall and the new Public Service Building. (Both of those budgets were outside of the annual Art in Public Places allocation as well.) New works might include artist designed plazas, pavement, benches, and wayfinding —all integrated into the built environment that shapes the new UHT community.

More than 20 years ago artist Seitu Jones took on a similar challenge for Heritage Park. His designs incorporated into the railings of bridges, headwalls, plazas and pavement highlight the history of housing discrimination in the community and celebrate the return of wildlife and indigenous plants communities that are part of the storm water management infrastructure. In recent years, Juxtaposition Arts has worked with Public Works and MPRB to begin to shape themes and ideas for public art and the public realm of the UHT. In 2021, the Art in Public Places allocated $250,000 for funding one of Juxtapositions plans for a 204-foot railing along Dowling Avenue and adjacent to Precision Associates. The public art process defined in this proposal will build on Seitu’s legacy and Juxtaposition’s vision for the identity for the UHT. A strong public art program for this site can’t make up for the generations of racism and environmental injustice, but it’s an extremely important element for beginning the effort at this site.

Project Description

The City of Minneapolis and Minneapolis Park & Recreation Board (MPRB) are working together to redevelop the City-owned Upper Harbor Terminal (UHT) site. The redevelopment goal is to transform the approximately 48-acre site from its historic use as a barge shipping terminal to a combination of riverfront park amenities and private development.

Redeveloping UHT presents transformative opportunities for the site and the Northside community. The site is located on the Mississippi River in North Minneapolis, on land originally inhabited by the Dakota people. To accommodate the transition of the Upper Harbor site from its former use as a barge shipping terminal to a mixed-use development with housing, a music venue, commercial retail, park space, and offices, public realm infrastructure improvements are necessary to support community access to the site and river. This includes reconstructing Dowling Avenue North and constructing a new segment of parkway to provide access and

circulation to the Upper Harbor site. Dowling Avenue North will be the primary access point and will serve as the gateway between the site and the greater North Side community. 33rd Avenue North will also be reconstructed. Infrastructure development for the site includes major investment in public utilities (e.g., water, sanitary sewer, and storm water management systems).

Plans for UHT include a new 19.5 park along the Mississippi Riverfront, which is largest single addition of land to the Minneapolis park system in decades. Proposed park features include a flexible plaza and lawn, play area, water access, mobile buildings, water access, green infrastructure center and natural areas. Although some of the original structures on the site will remain and be reused, much of the site will be entirely new construction and a new landscape. UHT will be a whole new place within the City with an identity yet defined, but also with a complex history and connections to diverse places and people.

The City and the Northside community are advancing the Upper Harbor Terminal project in the context generations of historic patterns of systematic and institutionalized discrimination, disinvestment, economic exclusion, and disenfranchisement—from the enslavement of Black people, to the exile of the Native Americans to reservations to the present day murder of George Floyd. As part of the planning process for the Parks and Infrastructure for UHT, Juxtaposition Arts was commissioned to think about this context and place and to develop overall values for UHT public art. These compelling storylines came from their work:

Histories of ecological harm and disconnection from this place – The river has been altered to benefit settlers, businesses and industry. The river has the power to heal our communities, but first we need connection.

Environmental justice work and vision – Industry has polluted the water, soil and air. As community organizing forces polluters to change and move out, it's critical that the Northside community is at the table to envision and drive what is next.

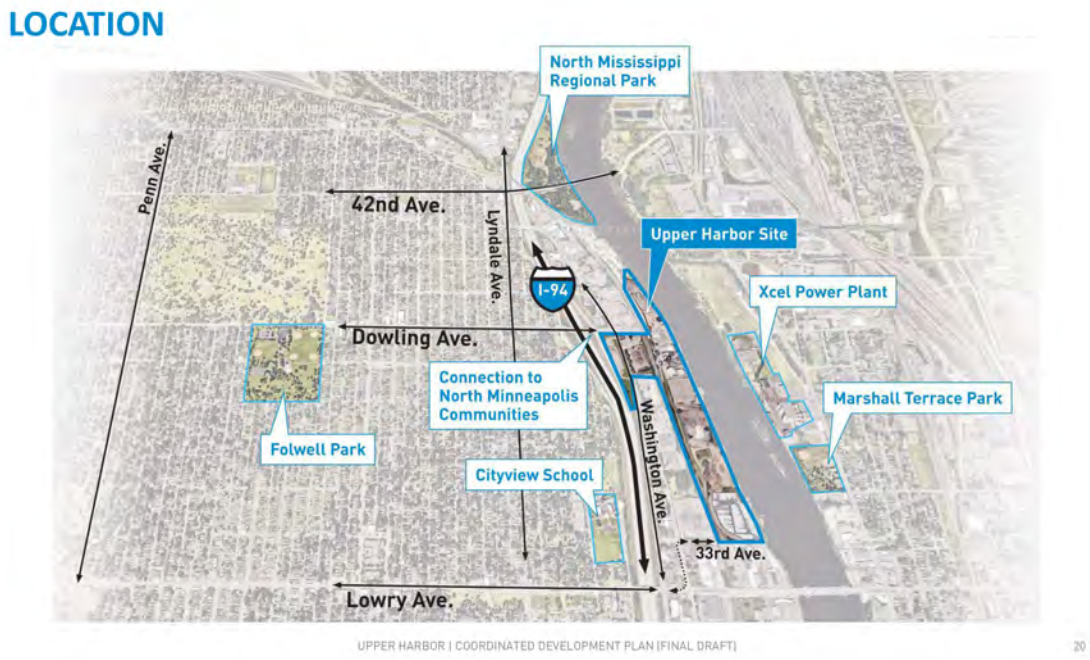
Appropriation and re-appropriation of this place – Local graffiti artists began using the domes and other structures as canvases, redesigning the area as an outdoor gallery. This DIY approach to placemaking turned Upper Harbor Terminal into place known by artists.

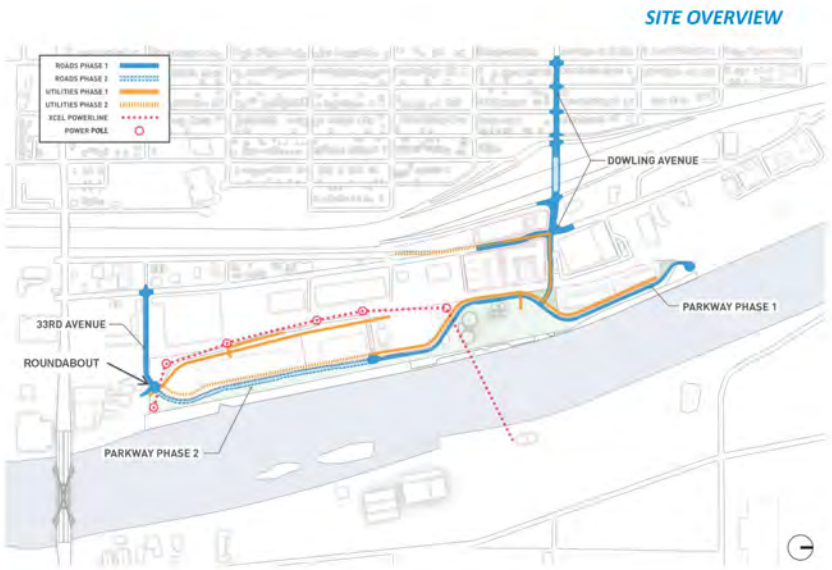
Settlement history of the Northside – The Northside is defined by resilient people who came together from different historical traumas. This revolutionary community, defined by our victories as much as our struggles, shares this history. Now we have a new generation who is creating a new vision and reality.

Food sovereignty in Black, Native and POC communities – A movement of growers and chefs, gardeners and organizers, entrepreneurs and non-profits are addressing the lack of access to fresh and healthy foods. UHT has the potential to amplify Northside food justice efforts.

This CBR proposes to engage artists in reimagining the UHT by creating permanent public art works and places that implement these storylines.

Project Visuals and Map





Project Funding and Cost Breakdown

ART02

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$150,000	$400,000	$500,000	$500,000	$0	$150,000	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
REVENUES	**$150,000**	**$400,000**	**$500,000**	**$500,000**	**$0**	**$150,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$142,500	$50,000	$60,000	$60,000	$0	$142,500	$0
GOVER - General Overhead	$7,500	$20,000	$25,000	$25,000	$0	$7,500	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$330,000	$415,000	$415,000	$0	$0	$0
EXPENSES	**$150,000**	**$400,000**	**$500,000**	**$500,000**	**$0**	**$150,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure, Vertical Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable as the asset doesn't exist yet.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable as the asset doesn't exist yet.

What is the expected useful life of the project/improvement?

25 Years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This is hard to determine, as the artworks have not yet been designed, however, the proposed timeline in this CBR allows for artworks to be integrated into the future infrastructure and parks. This saves considerably on public art costs, as the artists may design items that are already in the construction budget, such as a plaza or railing, and timing the art with the infrastructure often saves of a wide range of costs, including engineering, footings, site excavation and site restoration. In addition, integrated works are usually cheaper to maintain as there is already a maintenance budget for elements of the infrastructure.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The ongoing funding strategy for a completed work of art is to fund annual maintenance through the Arts & Cultural Affairs general fund for the lifespan of the work, which is approximately 25 years. Nearing the end of the lifespan, it will be determined through a physical assessment of the work and community input whether to conduct a major conservation of the work or to deaccession it. Major conservation would be funded through future capital allocations to Art in Public Places.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

This is often not applicable to a work of art. However, when the artwork is integrated into City infrastructure, it does need to meet the standards for the infrastructure.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The "full-service level" for an artwork is detailed in the adopted criteria for public art designs, section 8.4 (see below). The vast majority of the 90 artworks in the current collection would be ranked a 4 or 5.

Stimulate Excellence in Urban Design and Public Arts:
- Is engaging and high quality in concept and construction.
- Is comparable in quality to other artwork commissioned by the City.
- Is unique, one-of-a-kind.
- Complies with City regulations.

Enhance Community Identity and Place:
- Reflects the community and the setting.
- Is integrated into the site design and function.

Contribute to Community Vitality:
- Attracts visitors and residents.
- Encourages civic dialogue about City issues.
- Is safe.

Involve a Broad Range of People and Communities:
- Addresses ADA regulations as they apply to public art.
- Celebrates one or more of the City's cultural communities.
- Brings people together or create a gathering place.

Value Artists and Artistic Processes:
- Presents a unique or appropriate cultural, geographic or artistic perspective.
- Supports the integrity of the artwork and the moral rights of the artist.
- Includes the artist and the artistic process as a central element.
- Appropriately supports the artist and their artistic process.

Use Resources Wisely:
- Is sustainable, secure and durable.
- Completed within the timeline and budget.

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:

Unknown at this point.

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

The partners for this project include CPED Economic Development, Public Works, the Minneapolis Park and Recreation Board, and the developer for UHT. The Webber-Camden, Camden Industrial, and McKinley neighborhoods could also be partners. Precision Associates is a partner on the artist railing on Dowling and will be maintaining portions of it.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable - this question relates to non-public art Capital Budget Requests.

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 will support the economic development goals of the UHT. It will be an element of the new development and infrastructure that will attract local business to the area visitors to the businesses and the performance venue, It will build the wealth of the artists of color who are selected for these new public art commissions.

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.

There are current and future possible transit routes near the UHT. Public artworks along these types of routes and corridors are designed to support the needs of their users. Public artworks can enhance the pedestrian experience and often act as wayfinding. Enhancing the pedestrian experience is a goal of the railing on Dowling Avenue.

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

Yes, and there may be opportunities to integrate public art into these 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.

Public art projects take into consideration available space in the right-of-way and potential interference with the space allocated for pedestrians and other uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increase.

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

$5000

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

2030-2034, depending on when artworks are completed.

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, an assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the artworks' 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 to decrease future maintenance costs and make the artwork more durable.

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, such as graffiti removal and new coatings are funded annually through Arts & Cultural Affairs' general fund.

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 public art capital investments and the extent of the funding needed varies with each artwork, and depends on the artwork's design, and on when the overall infrastructure (park, road) will be reconstructed, which might require temporary removal

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 on average take approximately three years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, and the final celebration. The timing of the artist's design work for UHT, fabrication and installation will be tied to the infrastructure and park projects.

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

Project Planning: Winter/Spring 2025, 2026 and 2027
Artist Selection Process: Summer 2025, 2026 and 2027
Design Concepts and Additional Community input: Fall/Winter 2025-26, 2026-27 and 2027-2027
Fabrication: Summer/Fall/Winter 2026-27, 2027-2028 and 2028-2029
Installation: Spring 2027, 2028, 2029 and 2030

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:

Downscaling the project is not advisable, given the size of the site and the fact that this will be an entirely new commercial and residential area of the City. As explained above, starting this project later would decrease the opportunity to integrate the art into the infrastructure and therefore increase public art costs and decrease the number of public art commissions.

of the art and may provide an opportunity to renovate it. Often this type of investment occurs when the artwork is 20-25 years old and requires a complete re-coating and other repair. At this phase, the City may also consider whether to do major conservation, or whether to remove the artwork from the City's collection. Artworks constructed early in the public art program, prior to the design assessment and full-time public art staffing, have required more extensive renovations due to inherent flaws and poor craftsmanship. Recently the Columbia Park Gateway was deaccessed by the City, because the property was being transferred to private ownership, and due to:

- The fact that the artwork was in poor condition,
- Another suitable location was not available, and
- There was no longer strong community support for retaining the artwork.



Juxtaposition's concepts for the railing on Dowling Avenue and a related page from the Public Art Plan.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture
This project will support local artists and local creative organizations, build their capacity to develop projects and earn revenue, and ensure they receive appropriate support and compensation for their services. It will also development the capacity of emerging artists and artists of color to develop culturally-based works which are created by artists with deep experiences in those cultures The public art plan for this project in particular calls for the project to celebrate black lives and lift up Dakota voices.

Public Safety
All public art projects are designed to be safe, structurally sound, discourage climbing and consistent with other crime prevention through design principles. In some cases on this site the public artworks will also likely be designed to support the broader public safety goals of the site and community, which when looking at the data gathered to date are critically important to potential future residents and users. Some of the ways that the art could support the public safety goals would include having local artists and residents involved in designing and/or making the art so they have ownership of the site and creating human-scaled works so the site doesn't feel large and foreboding.

Housing and Economic Development
This project will support the economic development goals of the UHT. It will be an element of the new development and infrastructure that will attract local business to the area, visitors to the businesses and the performance venue, as well as residents to the new housing.

Environmental Justice
Artwork designs are regularly assessed to ensure artists are using sustainable building methods and supporting the City's sustainability goals. In addition, artists are frequently drawn to the idea of environmental justice as a theme for their works. Given the extremely strong importance of this theme for the UHT, it is likely to be thread that weaves through many of the public artworks.

Built Environment and Transportation

Public art on and within the streets, sidewalks, plazas, business corridors, and other publicly accessible spaces of the UHT will influence the livability, bikeability, and walkability in the area. The public art will also support the goal of building a racially equitable place by establishing a sense of belonging and reflecting the identities of local ethnic, racial, and cultural communities in its design.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The UHT is in the Webber-Camden, Camden Industrial, and McKinley Neighborhoods and in an area of concentrated poverty.

White population/12,148/39.1%
Of Color/17,652/56.8%
Black or African American population alone/11,009/35.4%
American Indian and Alaskan Native population alone/323/1.0%
Asian or Pacific Islander population alone/3,340/10.8%
Other population alone/suppressed
Two or more races alone/1,531/4.9%
Hispanic or Latino population (of any race)/2,698/8.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The public art outcomes will be defined by the community, so the answer to this question is not known at this time. In reviewing the engagement that both Public Works and the Park Board have completed to date, racial and ethnic groups are prioritizing their outcomes differently. In conducting engagement for this project, project managers will conduct a range of types of engagement activities to ensure that we are reaching all of the above populations.

What data is available or missing? How can you obtain additional data?

Unknown at this point, but this question is considered during each planning process.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Again, unknown at this point, as the approach for each project is defined during the planning phase and tailored to the needs of the community. Most often, however, the engagement tends to include the most of the full spectrum. The community-based steering committee sets the goals for the project, prioritizes the engagement strategies, and provides the artists with ongoing input. The project will also utilize the experience of the community-based Upper Harbor Collaborative Planning Committee to gain input and set priorities.

Describe the engagement and what have you learned?

The engagement activities are unknown at this point for the public art project, however it will examine in detail all of the planning that has occurred to date for the Upper Harbor and the Above the Falls Master Plan and also share this information with the selected artists.

Analysis

How does the outcome for this project help the city achieve racial equity?

Minneapolis faces some of the gravest racial inequities in the nation. Although we have not yet begun collecting data for the public art project , the multi-jurisdictional project team for UHT has gathered data that will be extremely useful to the public art project. Key data that make the explicit link between the City's work at UHT and advancing options for people who face economic disadvantages in Minneapolis:

- 20% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 41% for black people, 34% for people of color and 12% for white people
- 26% of residents live in high poverty neighborhoods; this number is 48% for black people, 38% for people of color and 17% for white people
- 31% people of color households do not have access to a car; this number is 12% for white households
- Average commute times for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

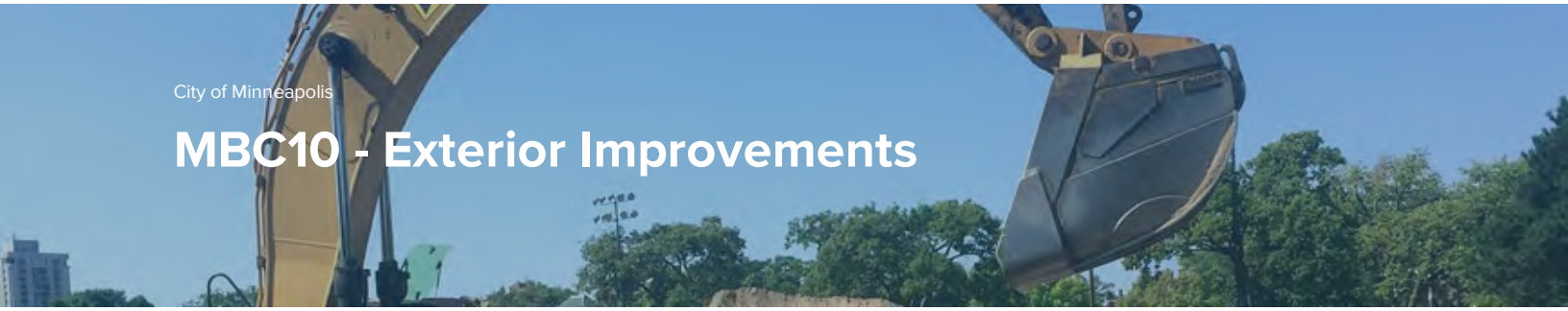
The planning processes for the UHT have acknowledged the many challenges of developing the UHT area, including historic and system racism, and the very strong possibility that the development could result in gentrification and displacement. Some of the lesson's learned to date in terms of achieving racial equity are outlined in the vision for Concept Plan developed by MPRB:

"Having the UHT park be a place welcoming to all, where all communities can learn about Dakota land and Black culture, as well as the Indigenous, Southeast Asian, African, and Latinx and many different people that call North Minneapolis home means balancing diverse voices and activities.

a. This park should honor and acknowledge the Dakota and Indigenous people through **active support of Indigenous voices, practices and treaty rights.** Move beyond art and signage to and work with Dakota people to create places for access, gathering, and harvesting, and support education, language, and Indigenous land management and cultural practices.
b. This park should be a Black Space and all who come to the park should be aware that this is a place that **celebrates and supports Black lives.** There are many ways to reinforce the idea of Black space from envisioning a place where art, music, and culture are nourished, to a safe and green refuge from other life stresses, to an economically supportive park.
c. **Name the park something that is meaningful** to both North Minneapolis residents and Dakota people. Conduct a name exploration process that engages the Northside community members and Dakota people.
d. Celebrate the **diversity of the Northside residents.**
e. Dedicate a budget to **embed art and expression** into the park to support artists and **create a strong sense of ownership and belonging**.
f. **Use the five Northside Storylines defined by Juxtaposition Arts** during the Public Art Master Planning Process as a guide to which stories should be promoted."

Additional Information

Juxtaposition's public art plan for UHT can be found here.
All nine of Seitu Jone's works for Heritage Park can be found on the North Interactive Public Art map of works in the collections of the City and the Minneapolis Park and Recreation Board.



City of Minneapolis

MBC10 - Exterior Improvements

Project Details:

Project Start Date: March 2018
Estimated Project Completion Date: 2027
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 3 of 6
Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0792
Contact Email: daniel.hagman@municipalbuilding.org
Website: municipalbuilding.org
Prior year(s) funding amounts: $6,719,000
Total project cost (all years): $12,719,000

Project Location:

Address: 350 South 5th Street
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: 7
Description of Location: 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. Provide a description of the project.

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 included 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 was completed in October 2020.

Phase 2 included the repointing and repair, exterior window sealant abatement and replacement, exterior lighting replacement, on the south side, including all four sides of the south tower. Gutter repairs-including heat tape replacement. Phase 2 also included the replacement of the 4th street revolving doors. Phase 2 was completed in July 2021

Phase 3 (funded and under construction) will address the North tower scope: antenna removal, flagpole upgrade, 13th floor roof replacement, and address the failing 12th floor ceiling tiles. Work to begin spring/early summer 2024.

Phase 4 (Funded and in final design) will include the moat roof replacement, 5th street stair removal, waterproofing, and resetting, repair/replace exterior doors on 3rd and 4th Ave, and 5th street, moat paver removal, waterproofing, and resetting, perimeter door work, turret repointing and masonry repairs in north and south towers. This work is targeted to begin late summer of 2025.

Phase 5 (current funding request) is scheduled to begin February 2026, and will address remaining interior courtyard masonry and waterproofing, window sealant abatement and replacement, replace roof on all shafts, replace/add heat tape in the interior courtyard.

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.

The focus of Phase 4 (Under Construction) is addressing the water intrusion on the 5th Street side of the building, primarily the moat roof and 5th Street stairs. The moat roof repairs will include removing the pavers and existing roofing layer, repair and damage below, then reinstall the new roof membrane and reset the existing pavers.

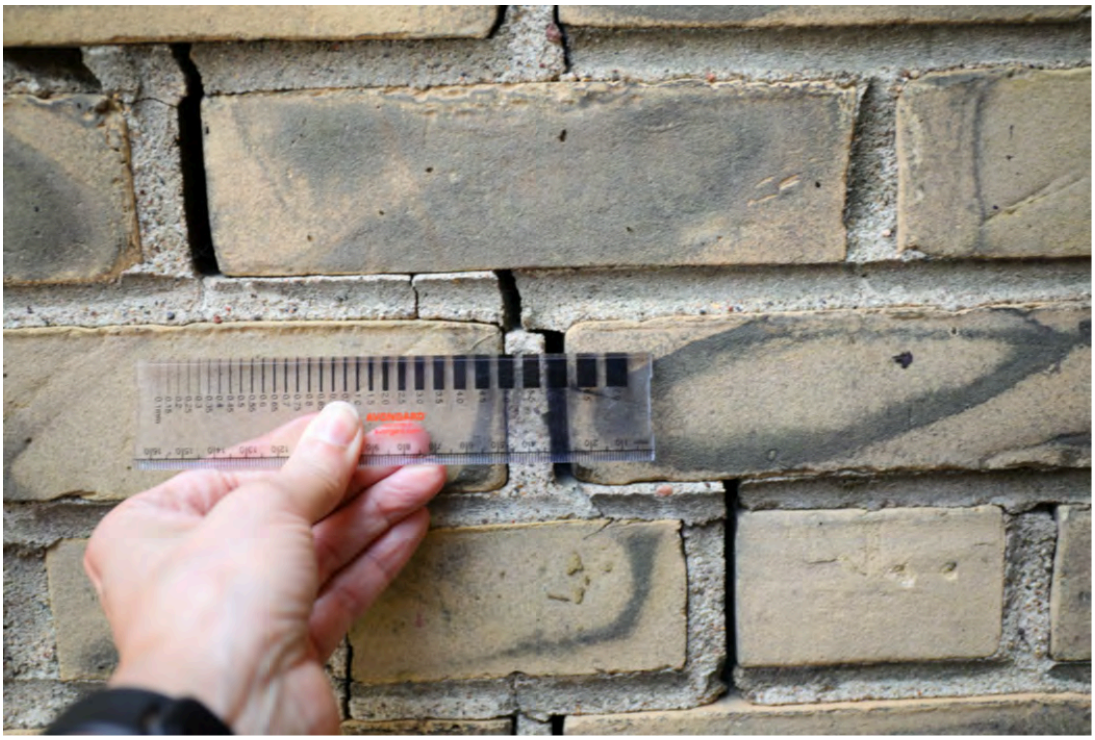
This same approach will be taken for the 5th Street stairs. Over the past 5-10 years, the stairs have begun to heave and sag. This has created entry points for water intrusion, which has resulted in water damage in the tunnel below, as well as areas of the sub-basement. The intent is to remove the stairs, then remove and reinstall new waterproofing layer below. The contractor will re-install the existing stair treads to retain the historical entrance to the building. The MBC is currently working with the Minnesota Historical Society to secure a grant to help fund this part of the scope.

The perimeter doors will be repaired as part of the Phase 4 Scope. 3rd & 4th Ave exterior doors are in dire need of repair, as well as the 5th Street entry doors. Lastly, the turrets in both towers need to be tuck pointed to prevent further water intrusion and deliration.

Masonry
The MBC has now addressed the highest priority masonry problems. The remaining scope of work includes masonry repairs and repointing of all brick facades at the interior courtyard and the abatement and reinstallation of the window sealant throughout. This will be the focus of Phase 5 (Current Funding Request), to be completed by the end of 2026.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

MBC10

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322000 - County Grants	$1,650,000	$3,000,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$1,650,000	$3,000,000	$0	$0	$0	$0	$0
REVENUES	**$3,300,000**	**$6,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$125,000	$150,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$3,100,000	$5,750,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$75,000	$100,000	$0	$0	$0	$0	$0
EXPENSES	**$3,300,000**	**$6,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical

Is this request a new capital project or an existing project? Existing

Ongoing project. Due to funding limitations over the past 6 years, this project has been segmented into multiple phases.

If the project is an existing asset, what is the observed remaining life of the asset?

Phase 5 Assets: The masonry and window sealant are deteriorating and has become more of a liability than an asset.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

While the structure remains sound, these repairs are critical to mitigate any damage to the structure and/or foundation.

What is the expected useful life of the project/improvement?

30+ years (Roof) 50+ years (Masonry/Stairs)

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not funding this project will result in higher operating costs due to more frequent maintenance need of the exterior.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Operating funds will be used to sustain maintenance of the asset. All MBC projects require a funding match between Hennepin County and the City of Minneapolis. Projects are contingent on City funding.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The building must be in compliance as appropriate to the MN Building codes.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

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:

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Reduce current operating cost based on increased energy efficiency of the building.

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

Unkown

Year that Operating Incr/(Decr) will take effect

2025

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

An exact cost is unkown, but there will be significant savings from potential water damage in the future.

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:

The next phase of this (Phase 3) project is under construction. To be completed Fall 2025.
Phase 4: Finalizing design Summer 2025. Construction to begin shortly after.
Phase 5: to begin 2026: Design was 80% completed as part of the original scope.

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 project has already been segmented over the last 7 years. We can continue to segment it further, but it will result in higher costs.

Minneapolis City Goals

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Built Environment and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture: The municipal building is a designated national historic landmark that is key element in the history of Minneapolis City government.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Minneapolis

White: 64.2%
Of Color: 32.5%
Black or African Americans Alone: 18.1%
American Indian and Alaskan Native Alone: 1.2%
Asian or Pacific Islander Alone: 6.8%
Two or more races alone: 4.0%
Hispanic or Latino 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The data does not indicate a disparity between white and BIPOC communities related to the outcome (exterior facility maintenance).

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

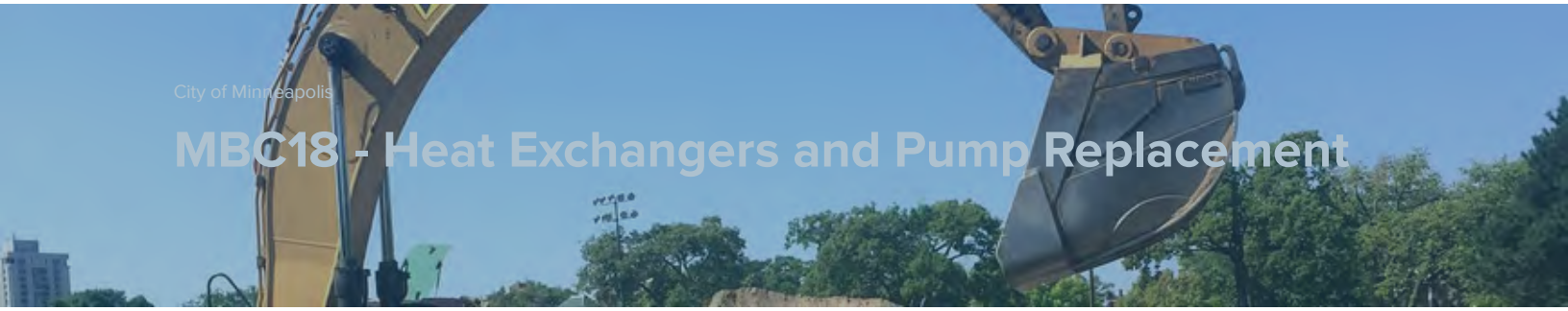
Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

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



City of Minneapolis

MBC18 - Heat Exchangers and Pump Replacement

Project Details:

Project Start Date: January 2025
Estimated Project Completion Date: May 2027
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Critical / Significant
Department Priority: 2 of 6
Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman/Igor Melamed
Contact Phone Number: 612-472-0792
Contact Email: daniel.hagman@municipalbuilding.org
Website: municipalbuilding.com
Prior year(s) funding amounts: $50,000
Total project cost (all years): $650,000

Project Location:

Address: 350 S. 5th Street
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: 7
Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused the preventive maintenance of critical building systems. This project will address the replacement of both heat exchangers, along with the associated pumps and controls for the heating system for the entire building. Losing any of these heating system components may lead to a catastrophic event that would freeze the building close loop hydronic water system.

Purpose and Justification

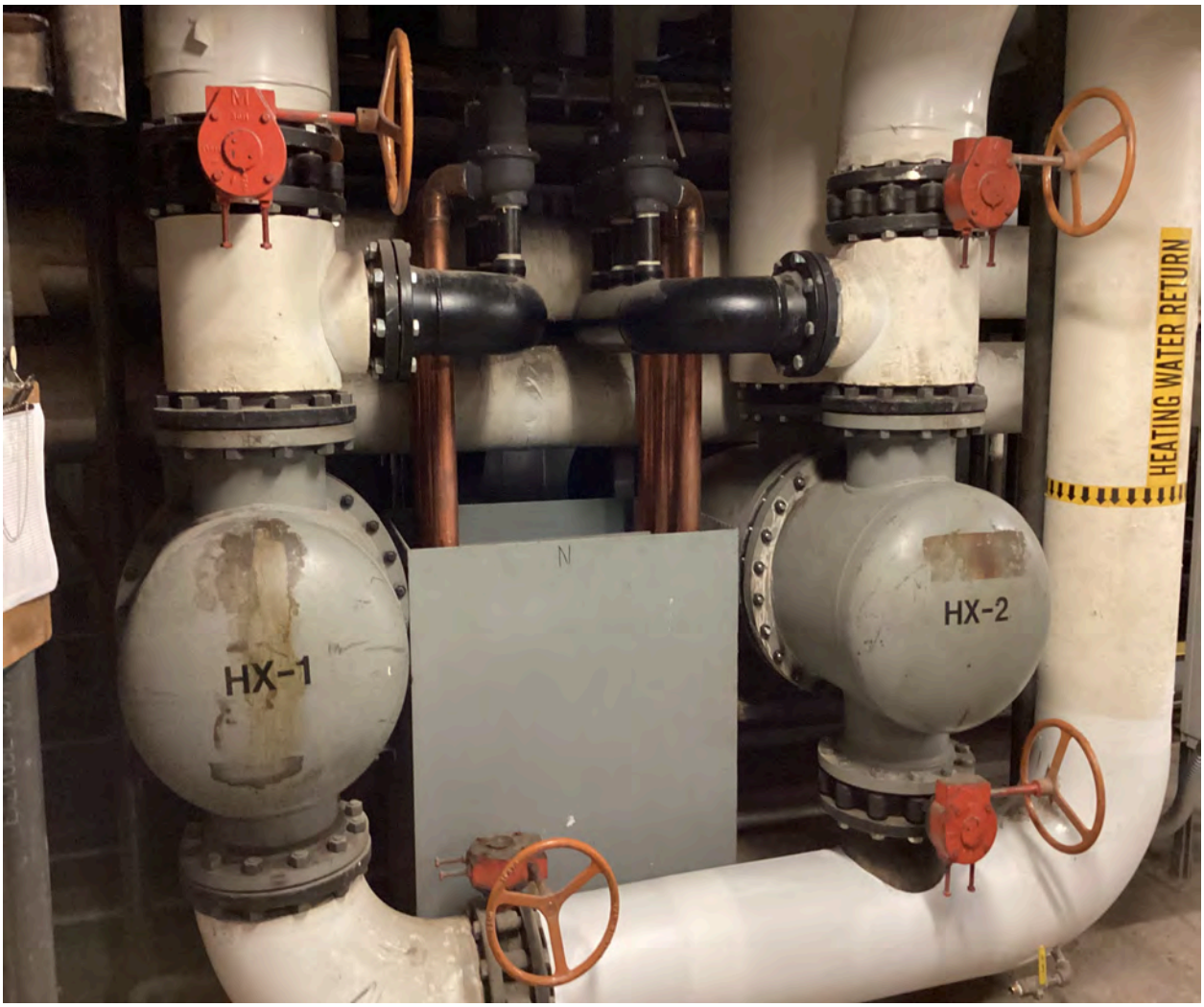
The MBC building is heated through the use a dual Steam to Heating Water system. The current system was installed 22-25 years ago, and includes two (2) Shell and Tube Heat Exchangers, two (2) Base Mounted Pumps, the Variable Frequency Drive (VFD), and associated controls.

In Fall 2023, the MBC was forced repair one of the heat exchangers. These repairs were in the excess of $50,000. However, this project will plan to utilize the parts from this repair to help with the overall cost of the project.

According to the Building Owners and Managers Association's Preventive Maintenance Guidebook, this system is comprised of components that have surpassed their life expectancy. For example, the two Shell and Tube Heat Exchangers have an average life expectancy of 20 years. These components are currently 3-5 years past this point. The two Base Mounted Pumps (Installed 2002), and have an average life expectancy of 25 years, so they'll need to be addressed very soon.

This project will also address the OSHA Compliance issues from the antiquated installation. The current system does not comply with OSHA standards, some piping will be reworked to ensure the safety of the MBC staff and any contractors working on the system in the future.

Project Visuals and Map





Project Funding and Cost Breakdown

MBC18

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322000 - County Grants	$25,000	$300,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$25,000	$300,000	$0	$0	$0	$0	$0
REVENUES	**$50,000**	**$600,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$50,000	$50,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$525,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$25,000	$0	$0	$0	$0	$0
EXPENSES	**$50,000**	**$600,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Mechanical

Is this request a new capital project or an existing project? New

The mechanical equipment has reached it's life expectancy, so this project has been created to update the system.

If the project is an existing asset, what is the observed remaining life of the asset?

2-3 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

One is functional, the other is currently down. This is a redundant system, so both should be operational to prevent any outages.

What is the expected useful life of the project/improvement?

25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this isn't addressed soon, then it could result in a critical failure which will disable the heating system for the building.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Ongoing maintenance will be paid from operating funds. All MBC projects require and are contingent on funding from both Hennepin County and Minneapolis City Hall.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

This project will comply with MN Building codes.
.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

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:

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.

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

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance cost.

The new equipment will remove any service costs for the entire warranty period. New equipment will also improve efficiency and lower operating costs.

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

Operating costs are unkown at this point. However, if we lose the only functioning system, it will cost a minimum of $50,000 to repair.

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

2027

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

Unkown at this point. The energy savings should be significant because the advanced technology will be much improved versus the current system.

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:

2025: Design and Define scope.
2026: Construction
With this being a redundant system, there will be two phases. The entire heat exchanger and pump assembly for one side will be completed first, then move to the other one.

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:

With this being two phases, this can be broken into two separate funding requests. However, this will drive up the project costs.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture: This project helps preserve and maintain a key cultural and historical City/County asset which is on the National Register of Historic Places.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Minneapolis

White: 64.2%
Of Color: 32.5%
Black or African Americans Alone: 18.1%
American Indian and Alaskan Native Alone: 1.2%
Asian or Pacific Islander Alone: 6.8%
Two or more races alone: 4.0%
Hispanic or Latino 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The data does not indicate a disparity between white and BIPOC communities related to the desired outcome (replacement and addition of mechanical equipment)

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

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



MBC19 - Electrical bus-ducts Replacement

Project Details:

Project Start Date: 2025
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 5 of 6
Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman/Igor Melamed
Contact Phone Number: 612-472-0792
Contact Email: daniel.hagman@municipalbuilding.org
Website: municipalbuilding.com
Prior year(s) funding amounts: $0
Total project cost (all years): $3,575,000

Project Location:

Address: 350 South 5th Street
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: 7
Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

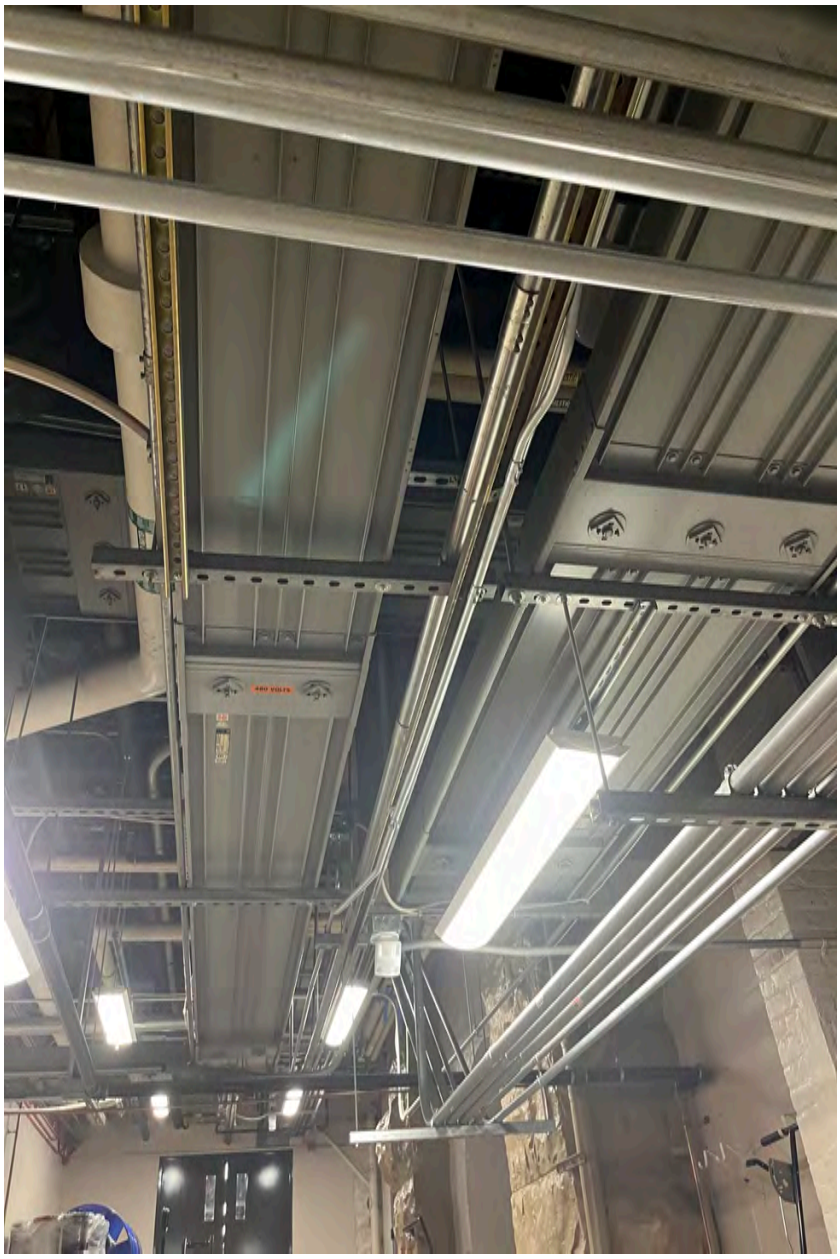
This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused the preventive maintenance for the infrastructure of the electrical system. This project will focus on the electrical bus-ducts throughout the building and replace it with the conduit and wire system. The scope will address the last remaining antiquated materials used for the electrical system, which is approximately 1500 feet of vertical and horizontal busways. There are many temporary services that will need to be built for the removal and replacement of the busways, because this will affect the normal power for the building.

Purpose and Justification

The purpose of the project is updating the bus-duct over to a standard conduit system. This will allow the building to remain operational while the installation is performed. After the new piping is installed, the existing bus-duct will be removed. The Municipal Building Commission has included the bus-duct upgrades to construction activities over the past year, and this project will address the remaining areas. This project will span nearly every area of the building, apart from the 3rd floor, mezzanine, and other select areas where recent projects were completed.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

MBC19

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322000 - County Grants	$0	$37,500	$1,750,000	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$37,500	$1,750,000	$0	$0	$0	$0
REVENUES	**$0**	**$75,000**	**$3,500,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$75,000	$125,000	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$3,300,000	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$75,000	$0	$0	$0	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$0	$75,000	$3,500,000	$0	$0	$0	$0

Asset Condition

Asset type: Electrical System

Is this request a new capital project or an existing project? New

The current bus ducts are currently over 50 years old, and are now antiquated technology.

If the project is an existing asset, what is the observed remaining life of the asset?

The common belief is that bus ducts have a 30-40 year life expectancy. The remaining ducts in the building are currently over 50 years old.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Functional.

What is the expected useful life of the project/improvement?

40+ years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this isn't addressed, there would critical outages which would require significant repairs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Operating funds will be used to sustain maintenance of the asset. All MBC projects require a funding match between Hennepin County and the City of Minneapolis. Projects are contingent on City funding.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The building must be in compliance as appropriate to the MN Building codes.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

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:

N/A

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will eliminate any potential maintence costs for the next 40+ years.

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

Unknown

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

Unknown

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

This is also unknown because it will eliminate potential maintenance costs from antiquated systems.

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:

This is a new project so phases or staging has not been identified. This will affect a variety of tenants throughout the building, so there will have to be a lot of coordination between the MBC and the tenants.

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 system is functional, but this scope should be addressed very soon. The MBC would like to start the design in 2025, and work on the construction beginning 2027-2028

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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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture: The municipal building is a designated national historic landmark that is key element in the history of Minneapolis City government.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Minneapolis

White: 64.2%
Of Color: 32.5%
Black or African Americans Alone: 18.1%
American Indian and Alaskan Native Alone: 1.2%
Asian or Pacific Islander Alone: 6.8%
Two or more races alone: 4.0%
Hispanic or Latino 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The data does not indicate a disparity between white and BIPOC communities related to the outcome (exterior facility maintenance).

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

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



City of Minneapolis

MBC20 - 5th Street Sidewalk Reconstruction

Project Details:

Project Start Date:2025
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 6 of 6
Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0792
Contact Email: daniel.hagman@municipalbuilding.org
Website: municipalbuilding.com
Prior year(s) funding amounts: $0
Total project cost (all years): $3,325,000

Project Location:

Address: 350 South 5th Street
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: 7
Description of Location: City Hall Minneapolis/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, and is focused on the preventive maintenance of the exterior on the 5th Street side of the building. This project will address the water mitigation issues in the sub-basement and tunnel located under the sidewalk.

Purpose and Justification

The sub-basement of the MBC has several areas of water intrusion, which has had an adverse effect on the structural steel and original stone foundation. This issue can be found in all areas along the 5th Street (South Side) of the building, directly under the sidewalk above. This project would involve removing the sidewalk from the 3rd Ave corner to the 4th Ave corner. The waterproofing and substrate replaced with an upgraded system to keep this issue from returning in the future.

The funding request will provide the design and fully define the scope of the project. Recent projects have addressed the entire building envelope, and this project would focus on the preservation of the foundation of the building.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.





Project Funding and Cost Breakdown

MBC20

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322000 - County Grants	$37,500	$0	$1,625,000	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$37,500	$0	$1,625,000	$0	$0	$0	$0
REVENUES	**$75,000**	**$0**	**$3,250,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$75,000	$0	$150,000	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$3,000,000	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$100,000	$0	$0	$0	$0
EXPENSES	**$75,000**	**$0**	**$3,250,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Foundation

Is this request a new capital project or an existing project? New

Previous projects have addressed other related issues, but this will address the foundation on the 5th street side of the building.

If the project is an existing asset, what is the observed remaining life of the asset?

Some of the structural steel is rusting due to the water intrusion. The first step is to identify and design the scope of the project in 2025.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Visual inspection only. Please see above pictures.

What is the expected useful life of the project/improvement?

40+ years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This should be addressed in the next 2-3 years. The goal of this funding request is to fully design the scope and provide a better timetable of the life expectancy of the foundation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Operational funds will be used to sustain the installed electrical infrastructure over its expected life. As needed, capital funds will be requested. All MBC funding is a mix of both City and Hennepin County funds and are contingent on both parties funding the project or budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

This work will comply with the MN Building Codes.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

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:

This project is coordinated with Hennepin County Capital Funding program. By agreement, both the City and the County must fund the project on a dollar per 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:

This project is coordinated with Hennepin County Capital Funding program. By agreement, both the City and the County must fund the project on a dollar per dollar basis for the project to proceed

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

Yes, there will be a positive impact on the sidewalk system outside of 5th Street entrance of the building. Currently the sidewalk is heaving and sagging, which has created trip hazards and become an eyesore. (Also, have created sources of water intrusion)

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

No enhancements, but the sidewalk will be repaired.

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 sidewalk shares a border with the Metro Transit walkway for the light rail on the fifth street side of the building. During construction, some barriers will have to be erected to direct the pedestrian traffic away from the construction project. The design options will have to be explored when the scope is fully defined.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This will eliminate future maintenance costs related to the current water intrusion issues.

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

Unknown at this time, scope will need to be defined.

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

2028

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

Unknown at this time.

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

NA

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:

2025-2026: Design and Define scope
2027: 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:

The MBC would like to move forward with the design as soon as possible. After the scope if defined, we can assess the priority of the repairs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture: The municipal building is a designated national historic landmark that is key element in the history of Minneapolis City government. Not completing this project places the facility at risk.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Minneapolis White: 64.2%
Of Color: 32.5%
Black or African Americans Alone: 18.1%
American Indian and Alaskan Native Alone: 1.2%
Asian or Pacific Islander Alone: 6.8%
Two or more races alone: 4.0%
Hispanic or Latino: 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The data does indicate any disparity in outcome between the two groups and the desired outcome

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A.

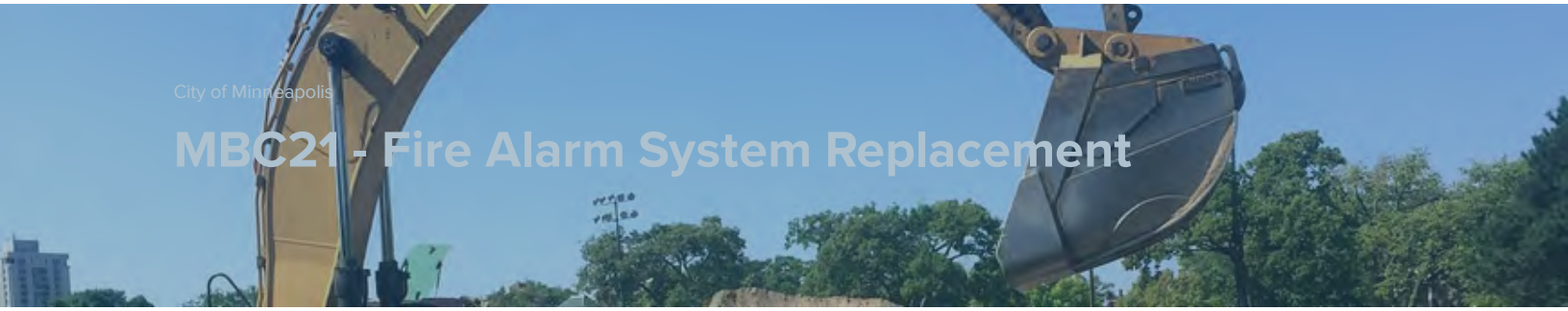
Analysis

How does the outcome for this project help the city achieve racial equity?

N/A.

Additional Information

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



MBC21 - Fire Alarm System Replacement

Project Details:

Project Start Date: January 2025
Estimated Project Completion Date: December 2026
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 1 of 6
Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0792
Contact Email:
daniel.hagman@municipalbuilding.org
Website: municipalbuilding.org
Prior year(s) funding amounts: $75,000
Total project cost (all years): $1,075,000

Project Location:

Address: 350 S. 5th St.
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: 7
Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused on the preventive maintenance of the fire alarm system for the entire Minneapolis City Hall including the Adult Detention Center. This project will address the replacement of the fire alarm panel and all associated obsolete components.

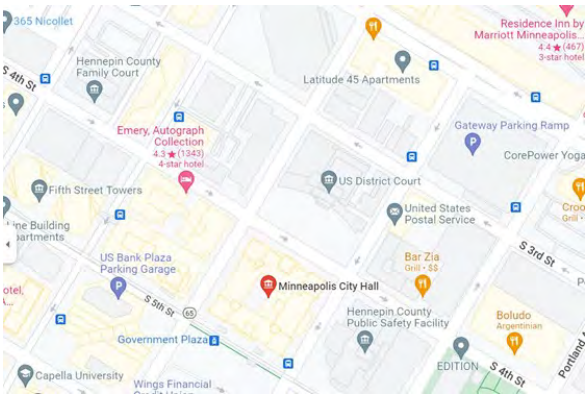
The MBC is currently in the process to update the Fire Protection system that services all areas of the Municipal Building Commission. The two areas of the building: ADC and the Minneapolis City Hall, will coordinate to ensure the same components will be installed building wide, which will provide an ease of maintenance in the future.

Purpose and Justification

The MBC building is currently utilizing the Honeywell Gamewell Apollo system, which due to building code changes and is currently beyond it's expected life cycle, Honeywell is no longer producing the Apollo components. If components of the fire alarm system begin to fail, then replacement parts will become exceedingly scarce.

Utilizing the approved 2025 funding request, the MBC will work with an engineering team to design the new system and fully define the scope by the end of 2025. The goal of the MBC is to begin construction early 2026.

Project Visuals and Map



Project Funding and Cost Breakdown

MBC21

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322000 - County Grants	$37,500	$500,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$37,500	$500,000	$0	$0	$0	$0	$0
REVENUES	**$75,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$75,000	$100,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$850,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$50,000	$0	$0	$0	$0	$0
EXPENSES	**$75,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Fire Protection

Is this request a new capital project or an existing project? Existing

The existing equipment for the fire protection system is now obsolete and replacement parts will not be available in the future.

If the project is an existing asset, what is the observed remaining life of the asset?

2-3 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This estimate is based on the information provided by the manufacturer. After 2-3 years, the replacement parts will become very hard to locate becuase they will not be in production anymore.

What is the expected useful life of the project/improvement?

20-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If the building doesnt have a working fire protection system, then it cannot be occupied.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Operating funds will be used to sustain maintenance of the asset. All MBC projects require a funding match between Hennepin County and the City of Minneapolis. Projects are contingent on City funding.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

This project will comply with all MN Building codes.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

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:

N/A

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project will remove operating costs for length of the warranty provided by the contractor and the manufacturer's warranty.

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

Unknown

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

2027

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

Any and all service calls for the fire protection system will be covered by the warranty.

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:

This will be a standalone project, and doesnt have any prior year bond authorizations.

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

January 2025: Design will begin, and anticipated completion: Oct/Nov 2025
January 2026: (Pending funding request): Bidding
March 2026- March 2027: 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:

The 2025 request was only for the design portion, and any left over funds can be allocated to the construction budget.

The 2026 request is for the construction budget. The goal of the project is to complete the entire building fire protection system in one phase. If absolutely required, the project can be segmented into two phases. However, this will drive up the construction costs, and delay the replacement of obesolete components.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Arts and Culture: The municipal building is a designated national historic landmark that is key element in the history of Minneapolis City government.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Minneapolis

White: 64.2%
Of Color: 32.5%
Black or African Americans Alone: 18.1%
American Indian and Alaskan Native Alone: 1.2%
Asian or Pacific Islander Alone: 6.8%
Two or more races alone: 4.0%
Hispanic or Latino 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The data does not indicate a disparity between white and BIPOC communities related to the outcome.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

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



City of Minneapolis

PRK02 - Playground and Site Improvements Program

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: varies by specific park
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 4 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $3,213,000 unspent

Total project cost (all years): $8,025,000

Project Location:

Address: Multiple locations across the City
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park site

Project Description

This project features 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 16 parks, four of which--those funded in 2031--have yet to be determined.

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 have been consolidated into the PRKCP project or, if they have funding greater than $1,000,000, are being given their own projects.

PRK02 will remain the project for stand-alone play area improvements.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK02

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$425,000	$0	$450,000	$0	$0	$270,000	$575,000
391002 - Net Debt Bonds Issued	$850,000	$0	$1,375,000	$1,305,000	$665,000	$1,660,000	$1,725,000
REVENUES	**$1,275,000**	**$0**	**$1,825,000**	**$1,305,000**	**$665,000**	**$1,930,000**	**$2,300,000**
Expenses							
DANDPM - Design and Project Management	$255,000	$0	$365,000	$261,000	$133,000	$386,000	$460,000
CONSTC - Construction Costs	$969,000	$0	$1,387,000	$992,000	$505,000	$1,467,000	$1,748,000
GOVER - General Overhead	$51,000	$0	$73,000	$52,000	$27,000	$77,000	$92,000
EXPENSES	**$1,275,000**	**$0**	**$1,825,000**	**$1,305,000**	**$665,000**	**$1,930,000**	**$2,300,000**

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? This project will replace existing facilities with like facilities
If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset is within or beyond its expected useful life. The following list shows the useful life end dates of play areas included within this project (organized by year of request):

Logan Park: 2022
Clinton Field Park: 2026
Victory Park: 2024
Mueller Park: 2023
Pershing Park: 2025
Hiawatha School Park: 2025
Currie Park: 2030
Dickman Park: 2019
Morris Park: 2033
Powderhorn Park: 2029
Columbia: 2022
Lyndale Farmstead: 2022

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. The higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. The following list shows the condition ratings of play areas included within this project (organized by year of request):

Logan Park: 2
Clinton Field Park: 2.5
Victory Park: 3
Mueller Park: 2
Pershing Park: 3
Hiawatha School Park: 3
Currie Park: 1.5
Dickman Park: 2
Morris Park: 3
Powderhorn Park: 3.5
Columbia: 3
Lyndale Farmstead: 2.5

Most of these playgrounds, overall, have an average condition rating and are nearing the end of their useful lives. It is important to note that MPRB's NPP20 playground rehabilitation program has been operating for eight years now and the worst condition playgrounds have already been replaced. The only playgrounds not on the current request's list that have ratings from 3.5 to 5 (below average to non-functional) are:

Franklin Steele Park (4): included in the 2024 request, with construction work likely in 2025

Cavell Park (3.5): included in an earlier request, with work beginning in 2024
Kenwood Park (3.5): included in the 2025 request
Lynnhurst Park (4): included in an earlier request but on hold pending decisions about a larger park project

What is the expected useful life of the project/improvement?

Play areas have an expected useful life of 25 years, under MPRB's equity metrics

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and the Americans with Disabilities Act (ADA), which governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. MPRB has made headway on ensuring that the poorest quality playgrounds have been replaced or are in line to. It is important now to ensure that play areas are replaced on a regular basis in line with expected lifetimes.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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 trails are sometimes included in play area 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.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project will reduce operating costs at each play area in terms of equipment replacement and repair. Regular inspections will still take place.

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

The exact reduction is unknown, but savings will likely need to be shifted to other park properties.

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

Varies by implementation date

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:

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 following is an update on unspent bond projects, relative to outstanding bonding presented last year. The unpent bonds currently total $3,214,000 in funding from the 2020, 2022, 2023, and 2024 funding years. This is higher than in each of the previous two request years, but still lower than the unspent peak three years prior. Though MPRB has increased staffing and streamlined procedures in the Planning Division, staff still face challenges related to a volatile construction climate and lengthy community engagement processes. It is important to note that MPRB project managers work on a combination of play area (PRK02) projects and other bond-funded, park dedication-funded, and regional park projects. Delays and bidding irregularities in any of these projects can further delay play area projects (and vice versa).

Two older projects with prior unspent bonding have been completed: Bottineau (2020) and North Commons (2023). At North Commons, the decision was made to advance and complete the play area prior to major construction associated with the recreation center and waterpark (PRK36).

The remaining 10 play area projects that make up the unspent bonds total can be categorized three ways.

5 projects have completed community engagement and some level of design and are expected to be under construction later in 2025:
-- Lynnhurst (2020): This project was challenging to envision as a stand-alone play area project in the context of the upcoming larger Lynnhurst Park Implementation (PRK46). However, MPRB staff have engaged the community and have a solution for improving the play area without limiting future park implementation options. Concepts have been prepared and construction is expected in fall of 2025. Unspent bonds are $280,000.
-- Riverside (2022): Project was initiated along alongside other major funding at this park. Concept design is complete is currently out for bid, with construction expected in 2025. Unspent bonds are $171,000.
-- Audubon (2022/2023): Community engagement and design are complete, and project will bid in spring for

summer/fall construction in 2025. Unspent bonds are $282,000.
-- Lake Hiawatha (2022): Community engagement and design are underway, with construction expected in the fall of 2025. Unspent bonds are $319,000.
-- Harrison (2024): Community engagement and design are complete, coupled with a larger improvement project at this park. Project will bid and be under construction in 2025. Unspent bonds are $390,000.

5 projects are currently underway, with project managers assigned and community engagement rolling out in the spring and summer. Most likely these projects are slated for spring 2026 construction:
-- Cavell (2020): Unspent bonds are $306,500.
-- Stewart (2023): Unspent bonds are $330,000.
-- Willard (2023): This park received significant federal funding that will double the funding for this park, as a match to both this PRK02 funding, as well as funding under PRKCP. The federal grant has been extremely difficult to execute, and no work was allowed to take place prior to the grant (even with matching money) according to federal rules. The grant has been executed and community engagement is underway. Unspent bonds are $355,000.
-- Bohanon (2024): Project is being combined with major projects currently underway at Bohanon Park and in the Shingle Creek neighborhood and regional parks. Unspent bonds are $390,000.
-- Franklin Steele (2024): Community engagement is complete as part of a larger park project, and design is underway. Unspent bonds are $390,000.

Key in this information is the fact that ALL new 2024 projects have begun and are engaging the community. There are no un-initiated projects, as there have been in years past. That pace of project initiation and project manager assignment is the most rapid in recent years. This is a positive step toward keeping up each year with the PRK02 projects that are authorized.

Furthermore, of the 3 projects requested under PRK02 in 2025 (last year):
-- Cedar Field is already underway with community engagement
-- East Phillips Park is already underway with community engagement, in a joint project with Cedar Field
-- Kenwood Park has not yet initiated

No PRK02 projects are being requested in 2026, due to the modification to MPRB's CIP in order to invest in North Commons Park. This could have the effect o

allowing staff to significantly catch up over the next two years and essentially complete all pending play area projects.

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.

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.

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.

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process for each park in which these play areas sit used the INVOLVE engagement level. Play area capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around each long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through play area rehabilitation. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The NPP20 play area rehabilitation program launched at the inception of NPP20 as a way to continue investment in MPRB’s highest risk amenity which is also among the most popular in the park system and of which MPRB has the most assets. The selection of play areas is based on condition and lifespan alone. Though the play areas may not appear in exactly the year-order of their condition rating, staff in the field have provided guidance across the system as to which play areas require the most ongoing repair and replacement, and which have experienced equipment removals for safety reasons. Therefore, the play areas included in this project do not specifically address racial equity, but consistent replacement of play equipment across the system is critical for overall safety and operational needs.

Additional Information

Almost all play area projects previously proposed under PRK02 have been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. Several play area projects were retained in their existing year when funding was available. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

The following is a list of play area projects included in PRK02, with funding sources and years. Note that other stand-alone projects may also include play area renovation as part of a larger project.

2026
NONE

2027
Logan Park: $450,000 Net Debt Bonds
Clinton Field Park: $450,000 Net Debt Bonds
Mueller Park: $475,000 Net Debt Bonds (not delayed)
Victory Park: $450,000 Capital Levy

2028
Pershing Park: $360,000 Net Debt Bonds
Hiawatha School Park: $475,000 Net Debt Bonds
Currie Park: $497,000 Net Debt Bonds

2029
Pershing Park: $115,000 Net Debt Bonds
Dickman Park: $550,000 Net Debt Bonds
Corcoran Park: $0 (This park's playground was replaced recently as part of a larger park improvement project under PRKCP. MPRB is reallocating this funding to additional general park improvements under PRKCP and are therefore showing no funding under PRK02.)

2030
Morris Park: $544,000 Net Debt Bonds
Lyndale Farmstead Park: $572,000
Powderhorn Park (northeast): $544,000 Net Debt Bonds (The northeast play area at Powderhorn is the only one of four in this park not already renovated or underway.)
Columbia Park: $275,000 Capital Levy (A City/MWMO project replaced one half of the Columbia play equipment, but the other half also needs to be replaced, so MPRB is requesting a lower dollar amount for that partial work.)

2031
MPRB has not yet adopted a 2031 CIP. The current MPRB 6-year CIP includes the 2025 through 2030 years. For the purposes of this request, MPRB is estimating there will be four PRK02 sites in the 2031 year: three funded with Net Debt Bonds and one with Capital Levy, at a cost of $575,000 each, for a total of $2,300,000.



City of Minneapolis

PRK04 - Athletic Fields - Site Improvements Program

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2029
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 7 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0 unspent

Total project cost (all years): $1,407,000

Project Location:

Address: 4955 West Lake Nokomis Parkway
City Sector: South
Affected Neighborhoods: Keewaydin, Hale
Affected Wards: 11
Description of Location: Existing park site

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 the rehabilitation of the Lake Nokomis Athletic Fields--a neighborhood portion of Nokomis-Hiawatha Regional Park--with a single request of $1,407,000 in a combination of Net Debt Bonds and Capital Levy in 2027 and 2028.

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, most larger projects in neighborhood parks that may involve athletic fields are being consolidated into the PRKCP project or, if they have funding greater than $1,000,000, are being given their own projects.

Project Visuals and Map

There is no visual provided for this program.

Project Funding and Cost Breakdown

PRK04

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$373,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$602,000	$432,000	$0	$0	$0
REVENUES	**$0**	**$0**	**$602,000**	**$805,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$120,000	$161,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$458,000	$612,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$24,000	$32,000	$0	$0	$0
EXPENSES	**$0**	**$0**	**$602,000**	**$805,000**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways, trails, and fields) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The athletic fields and diamond surfaces and all associated infrastructure are well beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics include an asset condition metric. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. The athletic fields and diamonds at Lake Nokomis have ratings of 4, which is a very poor condition rating.

What is the expected useful life of the project/improvement?

Athletic Fields have a useful life of 15 years, according to MPRB equity metrics

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. In addition, operating costs could increase, especially in the case of poor drainage leading to low turf and infield quality.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The Americans with Disabilities Act (ADA) governs all park improvements. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects. In addition, various standard field and diamond sports layouts will be met as part of this project.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. All existing facilities in the park are barely functional and low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the park's long-range plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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 trails may be included in the project scope.

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 a right of way project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will reduce operating costs by reducing the number of ball diamonds and also by improving overall field and diamond quality, which will lead to lower maintenance investment.

What is the estimated annual operating cost increase or (decrease) for this project? The exact reduction is unknown, but savings will likely need to be shifted to other park properties.

Year that Operating Incr/(Decr) will take effect? 2029

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:

The project will fully implement athletic facilities in the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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:

Long-range planning for the Lake Nokomis athletic fields was completed several years ago as an amendment to the Nokomis-Hiawatha Regional Park Plan. The requested 2027 and 2028 Net Debt Bonds and Capital Levy would fund detailed design and construction that would most likely take place in 2027. The fields would likely open in late 2028 or 2029 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:

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Keewaydin:
-- 86.5% White
-- all other data suppressed due likely to low response numbers

Hale:
-- 90.1% White
-- all other data suppressed due likely to low response numbers

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have a very high percentage of White residents compared to the city as a whole, and therefore assumptively fewer BIPOC residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. In addition, the athletic fields at Lake Nokomis serve a much broader area than the immediately adjacent neighborhoods. As home to both ad-hoc play and programmed sports run by MPRB, Minneapolis Public Schools, and private clubs and leagues, the demographic make-up of Lake Nokomis park users is more representative of the city population.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. At the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals. Based on previous similar athletic field projects, it is likely this will be determined to be INFORM level engagement, because with a long-range plan guiding field layout, most design decisions are highly technical and guided by standard practices.

Describe the engagement and what have you learned?

The engagement around the long-range plan amendment was year-long process that led to the vision for the athletic fields.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. Lake Nokomis Athletic Fields (as an eligible neighborhood portion of the larger regional park) has a 2024 equity ranking of #61. Parks in this wave tend to have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

The project area is located within the boundaries of a Regional Park, though athletic facilities are not eligible for regional capital investment or maintenance funding. Under NPP20, MPRB has identified eight areas within the Regional Park System that function primarily like neighborhood parks and have amenities that are not eligible for regional park funding. These include Riverside Park (in Mississippi Gorge Regional Park); Marshall Terrace Park (in Above the Falls Regional Park); Lynnhurst Park (within Minnehaha Parkway Regional Trail); Shingle Creek and Creekview Parks (within the Shingle Creek Regional Trail area); and Lake Hiawatha Park, Lake Nokomis Park, and the Lake Nokomis Athletic Fields (in Nokomis-Hiawatha Regional Park). The Lake Nokomis Athletic Fields were added to this list as of MPRB's 2021-2026 CIP, specifically because this critical sports facility was eligible for no funding at all--neither regional parks funds nor NPP20--without making this designation.

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding (not rehabilitation), from both funding sources, in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK36 North Commons Park Implementation

Project Details:

Project Start Date: January 1, 2020
Estimated Completion Date: December 31, 2027
Ongoing Program: Y/N
Current Phase: Planning / Design / Construction
Level of Need: High
Department Priority: 1 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email:
Website: www.minneapolisparks.org
Prior year(s) funding amounts:
Total project cost (all years): $22,665,000

Project Location:

Address: 1801 James Avenue North
City Sector: North
Neighborhood(s) Located: Willard-Hay, Near North
Ward(s) Located: 5
Description of Location:

Project Description

This project will construct MPRB's first fieldhouse, renovate and expand the existing recreation center, and rebuild the waterpark at North Commons Park in north Minneapolis. This requested funding is a significant investment that would be MPRB's only park-specific request in 2026. Under this change to MPRB's CIP, approved by the Board of Commissioners in late 2024, North Commons Park will receive all the capital project funding from both Net Debt Bonds and MPRB Capital Levy (not including rehabilitation) in the 2026 year, with every other project in the CIP delayed exactly one year. This request augments earlier funding in the 2019, 2020, and 2021 years, as well as city, state, and federal grants and private philanthropy.

MPRB has created a vision for the park through the North Service Area Parks Plan. That plan envisions a significant new community, cultural, recreation, and arts center serving as the hub of the north side. A re-constructed water park will provide high quality recreational options to north side residents.

MPRB has been engaging the community around this project for many years and has sought funding from many diverse sources. As project costs have increased, MPRB made the difficult but bold decision to pause all other projects in order to ensure completion of this transformative project on the north side.

Purpose and Justification

Minneapolis and its first ring suburbs compete with the outer suburban ring for youth activities, community gathering spaces, and high-quality sports venues. Without excellent facilities, regional and state residents have no reason to come to Minneapolis's vibrant north side, and therefore the north side never sees economic benefits associated with regional sports tournaments and other major draws. The funds flow out of the north side--never in. North side Minneapolis kids have to travel long distances for tournaments and never get to host their own. Because of the ongoing needs of Minneapolis's much older park system, new facilities that compete with the rest of the region have been difficult to implement. MPRB has sought funding from a wide variety of sources to bridge the gap, or level the playing field, between those who live in the city and those who live elsewhere.

Furthermore, a facility like this, being high quality and desirable to youth, will serve as a safe place for Minneapolis teens and young adults. North Minneapolis includes many majority-minority census tracts. Disparities in success outcomes--such as graduation rates, incarceration rates, wealth, and chronic disease--between Whites and People of Color are well known. The lack of places to go, specifically places that positively engage youth, is often partly blamed for these disparities. Investment in the North Commons Vision is an investment in youth success across Minneapolis and the region.

North Commons Park 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 plans determine what amenities are desired by the community and then implemented.

North Commons Park's 2019 NPP20 ranking is #14. This high ranking coupled with the fact that a long-range plan is complete justifies advancement of this significant phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK36

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
301000 - General Property Taxes	$1,840,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$8,501,000	$0	$0	$0	$0	$0
REVENUES	**$10,341,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses						
DANDPM - Design and Project Management	$2,068,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$7,859,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$414,000	$0	$0	$0	$0	$0
EXPENSES	**$10,341,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways, trails, parking lot) and Vertical Infrastructure (recreation center building, waterpark)

Is this request a new capital project or an existing project? This request will expand, renovate, and replace existing facilities. As such there are elements of existing infrastructure and elements of entirely new infrastructure.

If the project is an existing asset, what is the observed remaining life of the asset? This project addresses two major assets in the park: the recreation center building and the water park. The water park was renovated in 1998, but was constructed long before that. Even those renovations were unable to correct significant wear-and-tear on the pool containers, specifically. The waterpark is essentially at the end of its useful life and will be decommissioned in the spring of 2025 in anticipation of its complete replacement. The recreation center building was originally constructed in 1972. Without major renovation, its useful life would end around 2027. This project will both renovate the existing building, in order to give it potentially 50 additional years of useful life, as well as expand the building to include new community spaces, to construct MPRB's first indoor three-gym fieldhouse, and to combine aquatic uses into the main building, thereby reducing overall operational costs. Aquatic activities are currently housed in a three-season building near the waterpark that was built in 1999. This building will be demolished as part of this project.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Of the major assets considered under this project, both the recreation center building (which will be improved and expanded) and the aquatics building (which will be demolished) have a condition rating of 4, on a scale of 1 to 5 where 5 is the worst condition. This means that these buildings are in generally poor condition, likely due to their age and the lack of renovation in recent years. The water park also has a rating of 4, in recognition of the increasing difficulty to even open the park every spring. All these significant assets are in major need of renovation.

What is the expected useful life of the project/improvement?
The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50-55 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities: 25-40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

Furthermore, this project also includes significant funds from City, state, and federal sources that have deadlines for expenditure. If MPRB cannot stay on schedule with this project by securing this significant request in 2026, the project becomes in danger of losing already-secured funding.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

1. The water park specifically is almost impossible to operate. In light of this, it will not be opened in 2025 and demolition will begin. This creates an essentially non-functional asset in place of one of the major community draws to the park. The building is operationally functional but does not meet the needs of the community not the city as a whole. This is a critically important project, MPRB's #1 priority, and an absolute necessity for the health and well-being of North Minneapolis and the city as a whole.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount. Yes:

Federal Community Grant: $2,000,000
Federal American Rescue Plan Act (ARPA) funds (City of Minneapolis pass-through): $3,000,000
State G.O. Bonds: $5,125,000

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

Additional state bonds were requested in 2024, was included in final legislative action that failed due to session deadline constraints. MPRB has requested $12,000,000 in state bonding for the 2025 session.

MPRB has entered into a fundraising agreement with the Minneapolis Parks Foundation, which plans to raise in excess of $15 million from private sources for capital investment and ongoing programming at the park.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Minneapolis Parks Foundation: fundraising efforts on the project in general
New Directions Youth Ministry: fundraising efforts around implementation of a refrigerated ice rink, which is not part of the project scope as yet, but is an element of the adopted plan for the park.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

The project has a $250,000 grant from City of Minneapolis Art in Public Places to incorporate public art into the new building. The art process is proceeding along with the building and site design, so it can be incorporated seamlessly into the finished infrastructure.

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 Blue Line Extension project will feature a station at James Avenue, just 1 1/2 blocks north of North Commons Park. MPRB has been working with the Blue Line project office and the City of Minneapolis to extend the Northside Greenway from that station southward into the park. It is expected that the transit project will construct the trail to Golden Valley Road, where North Commons is located, and the MPRB project will construct trails within the park. Additional funding is being sought by the City of Minneapolis to implement other segments of the Northside Greenway.

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

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.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are highly likely. Some economies of scale will be realized, especially as aquatic staffing moves into the main building, thereby eliminating redundancy in maintenance and operations. However, this will be a very large facility with additional staffing and maintenance required.

What is the estimated annual operating cost increase or (decrease) for this project? Early estimates for operating increases are still being finalized, alongside the design process for the project.

Year that Operating Incr/(Decr) will take effect? 2029

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

MPRB has, alongside the design process, been performing detailed assessments of staffing, equipment, and programmatic needs. This is being accomplished through a combination of staff interviews and discussions, as well as conversations with experts on the consulting team for the design and construction project.

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

MPRB staff will consider cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process. In addition, MPRB is working with the Minneapolis Parks Foundation to raise funds not just for capital investment but also for ongoing enhanced programming and staffing.

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 specific improvements envisioned for this phase of the park are not expected to require additional

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, 2021, and 2022 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, initiated in 2023 and are well underway. A concept design has been approved by the Board of commissioners, and the earliest construction bid packages are complete and about to enter the public bid process. Construction is likely to begin in 2025 and continue for two 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 funding request cannot be moved or reallocated without significant threats to the ultimate viability of this project, nor without the likely loss of already-secured funding.

capital investment. However, elements of the park's long-range plan will remain un-realized after this phase of work. Future CBR's will be submitted according to MPRB's equity metric system, when it becomes appropriate to do so.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Willard-Hay:
-- 29.2% White
-- 66.6% Of Color, including 40.2% Black/African-American and 7.0% Asian or Pacific islander
-- 14.5% Hispanic/Latino
-- 24.0% speak a language other than English
-- 15.2% foreign born residents

Near North:
-- 20.2% White
-- 79.4% Of Color, including 62.9% Black/African-American and 6.8% Asian or Pacific islander
-- 4.0% Hispanic/Latino
-- 34.4% speak a language other than English
-- 21.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods near North Commons have very high percentages of people of color compared to city and statewide data. Most notably, the percentage of residents identifying as Black/African-American is twice or three times the percentage in the city as a whole. As the park is reconstructed, MPRB has and will continue to pay particular attention to the needs and desires of community residents. In building such a significant piece of public infrastructure, there is a danger that the design and programming will be driven by interests outside the surrounding community. Though this park will likely serve the city as a whole, the day-to-day use will come from the immediate vicinity, as it does today. These community members must be made to feel welcome in the planning process and in the park and be served by MPRB's programs and facilities. If that is accomplished, BIPOC residents will significantly benefit from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. Improvements planned here will have a profoundly transformative effect in a neighborhood that has been historically underserved, has borne the brunt of a century or more of urban public policy, and is lower-wealth and higher BIPOC than the state, region, and city.

Additional Information

All other MPRB projects have been delayed one year from 2026 onward, in order to make this significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK38 - Sibley Field Park Implementation

Project Details:

Project Start Date: January 1, 2029
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 15 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0 unspent

Total project cost (all years): $1,015,000

Project Location:

Address: 1900 East 40th Street
City Sector: South
Affected Neighborhoods: Standish, Bancroft
Affected Wards: 12
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Sibley Park in south Minneapolis. The requested funding in 2029 is for a single phase two implementation of the adopted long-range plan for the park. Phase one is complete and open to the public and included a replacement of the wading pool and play area. That work was funded by Net Debt Bonds brought into the MPRB CIP prior to the NPP20 agreement. The exact improvements to be implemented in phase two are not currently known. MPRB has created a vision for the park through the South Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned phase two.

The plan for Sibley Park envisions somewhat limited change in the park, including a reallocation of space for the wading pool and play area, a revision of the athletic fields, and enhancement of walks and trails. With the play area and wading pool being completed in phase one, it is likely that this requested funding will be used for athletic field renovation along with a variety of “smaller” improvements in the park, such as trails, comfort facilities, and expansion of the basketball court.

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 remaining 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 Sibley, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Sibley 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 park plans determine what amenities are desired by the community and then implemented.

Sibley Park's 2024 NPP20 ranking is #81. When Sibley originally entered the MPRB CIP its ranking was much higher and justified inclusion. As noted above, Sibley Park is just seeing a major investment of Net Debt Bonds. These recent improvements are affecting the park's score in the areas of condition, longevity, and historic investment. Though MPRB does not typically plan to revisit a park with a second NPP20 investment until all parks have seen a phase one improvement, Sibley's earlier investment predated NPP20.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Proposed Plan: Sibley

Project Funding and Cost Breakdown

PRK38

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$293,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$722,000	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$1,015,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$203,000	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$771,000	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$41,000	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$1,015,000**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Sibley Park has a score of 2.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score reflects recent investments in the park, with the wading pool, basketball court, and play area all now well within useful life. The athletic fields, however, are outside of their projected lifespan.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Sibley Park has a current overall condition score of 2.1, however, this data was collected prior to the completion and grand opening of the play area and wading pool last year. It is expected that the condition scores for these amenities will improve, while scores for the building and athletic fields will continue to be poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on a lower-than-average asset condition and longevity ratings. Though the earlier phase one project will replace two of the poorer quality facilities, other issues will remain, even as this funding request matures in 2029.

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:

Not applicable

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

Describe the economic development impact of the project:
None

Does the project support redevelopment opportunity that without the project would be infeasible?
None

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 routes 14 runs on Cedar Avenue and two different stops exist one block from Sibley Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility toward the transit stops.

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

Sidewalks and trails within the park could 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.

Not a right-of-way project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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

The appropriate plan document includes calculations on likely operations increases for each element included in the plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

Project Coordination

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

Sibley Park received bond funding in 2019 and 2021. Based on community engagement and identified facility need, these funds were used to reconstruct the play area and wading pool. This project is complete and open to the public. Last year's unspent bonds from phase one of $430,000 have been completely spent.

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 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Standish:
-- 76.0% White
-- 22.4% Of Color, including 8.9% Black/African American alone
-- 6.2% Hispanic/Latinx
-- 9.5% foreign born residents

Bancroft:
-- 62.7% White
-- 36.5% Of Color, including 7.0% Black/African-American alone
-- 19.3% Hispanic/Latinx
-- 11.6% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have a higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents and those who primarily speak a language other than English. In the preceding year, both neighborhoods have seen slight increases in BIPOC residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. Sibley's ranking suggests that there are other parks in much better condition and with even less community need.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The park planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the lark's long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

Along with the phase one improvements, MPRB is currently engaging with the community in a process to change the name of this park. Questions have been raised about the name because of the violence perpetrated against the Dakota people by Henry Sibley.



City of Minneapolis

PRK45 - Logan Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2027
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 6 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,735,000

Project Location:

Address: 690 13th Avenue NE
City Sector: East
Affected Neighborhoods: Logan Park, St. Anthony East
Affected Wards: 1, 3
Description of Location: Public park site

Project Description

This project will implement a variety of recreational improvements at Logan Park in northeast Minneapolis. The requested funding in 2027 is for a single phase one implementation of the adopted long-range plan for the park, and augments funding requested in 2025. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned phase one.

The plan for Logan Park envisions somewhat limited change in the park, with the recently renovated wading pool, tennis and basketball courts, recreation center, and athletic fields all in their current general locations. Tennis would be expanded to include pickleball, and two new youth basketball courts would be added nearby. The play area is re-envisioned as a multi-generational play space that could include traditional equipment along with outdoor fitness options. The fields would be revised to include a single ball diamond and a greater amount of open field space.

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 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 Logan, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Logan 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 park plans determine what amenities are desired by the community and then implemented.

Logan Park's 2023 NPP20 ranking is #60. This equity ranking justifies inclusion of Logan Park in MPRB's CIP and in this capital budget request.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK45

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$200,000	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$675,000	$0	$860,000	$0	$0	$0	$0
REVENUES	**$675,000**	**$0**	**$1,060,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$135,000	$0	$212,000	$0	$0	$0	$0
CONSTC - Construction Costs	$513,000	$0	$806,000	$0	$0	$0	$0
GOVER - General Overhead	$27,000	$0	$42,000	$0	$0	$0	$0
EXPENSES	**$675,000**	**$0**	**$1,060,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Logan Park has a score of 0.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Logan's assets are within their useful lives, with the notable exception of the play area, which reached its end of useful life within the past 5 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Logan Park has an overall condition score of 1.83 which is, again, an average condition rating across all park assets. In this context, it is important to note that Logan Park's wading pool was recently reconstructed and the recreation center building was upgraded.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

At Logan Park, because the wading pool was recently updated and the playground is included in PRK02 (as a simultaneous project, see below), these facilities are likely not to be implemented under this request. Instead, other plan elements without strict standards will be improved. MPRB will utilize recreational design standards and community engagement to ensure high quality and functional facilities.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on a lower-than-average asset condition rating, along with the need to implement a community-driven long-range park plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

Describe the economic development impact of the project:

None

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

None

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 routes 30 and 17 run on Broadway Avenue and stops exist immediately adjacent to Logan Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

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

It is possible that the project will include sidewalk improvements, but most work will take placw within the park itself.

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.

Project does not occur in right-of-way

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2028

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

The appropriate plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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:

Because this project has requested funding in 2025, then a year-long gap in funding due to the North Commons investment (see "Additional Notes"), the exact timeline for implementation will depend largely on staff availability. Project scoping, including community engagement, could initiate in 2025, once funding becomes available, or could be delayed into 2026. The community engagement and design process will likely continue throughout 2026. Construction would likely begin in 2027, when this funding request becomes available. Depending on the complexity of the project, could continue into 2028.

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:

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Public Health: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

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-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Logan Park:
-- 65.3% White

St. Anthony East:
-- 63.8% White
-- 35.6% Of Color, including 21% Black/African-American alone
-- 21.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods mirror the City of Minneapolis demographics closely, though both have seen increases in White population over the past year. Despite that fact, St. Anthony East has also seen increases in Black/African-American residents and the numbers of foreign born residents, both categories being higher than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the park's long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding (not rehabilitation), from both funding sources, in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

In addition to this project, Logan Park appears in PRK02 with a playground rehabilitation project in 2027 in the amount of $450,000 (also delayed one year per the North Commons investment). It is expected that the total 2025/2027 funding under PRK45 and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.



City of Minneapolis

PRK46 - Lynnhurst Park Improvements

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 8 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $2,304,000

Project Location:

Address: 1345 West Minnehaha Parkway
City Sector: Southwest
Affected Neighborhoods: Lynnhurst
Affected Wards: 13
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Lynnhurst Park in southwest Minneapolis. The requested funding in 2027 and 2028 is for a single phase two implementation of the adopted long-range plan for the park (phase one is a playground renovation under PRK02 that is currently underway). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through two simultaneous projects, the Southwest Service Area Parks Plan and the Minnehaha Parkway Regional Trail Plan, which were adopted with consistent visions for this neighborhood park and its relationship with the nearby regional trail.

These long-range plans envision major changes in the park, likely implemented in collaboration with the Minnehaha Creek Watershed District, the City of Minneapolis, and Hennepin County. The vision would relocate the existing recreation center to a site north of 50th Street, to better connect it to the park, and daylight the tributary connecting Lake Harriet to Minnehaha Creek, which currently passes under a portion of the park within degrading pipe infrastructure. New trails and recreational facilities would connect through the park between the lake and creek, and a new 50th Street bridge over the tributary would allow connectivity without crossing that busy street.

Between now and 2027, MPRB will work with the community and agency partners to plan for the implementation of a portion or all of this vision, bringing this requested funding forward along with likely outside funding. Due to the complexity and scale of this project, it is unknown at this time exactly which facilities will be constructed.

Purpose and Justification

Lynnhurst 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 park plans determine what amenities are desired by the community and then implemented.

Lynnhurst Park's 2024 NPP20 ranking is #44. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase two implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK46

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$410,000	$120,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$495,000	$1,279,000	$0	$0	$0
REVENUES	**$0**	**$0**	**$905,000**	**$1,399,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$181,000	$280,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$688,000	$1,063,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$36,000	$56,000	$0	$0	$0
EXPENSES	**$0**	**$0**	**$905,000**	**$1,399,000**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Lynnhurst Park has a score of 2.11 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. This is a poor score. At Lynnhurst, about half of the assets are beyond their useful lives, while the other half are nearing expiration.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Lynnhurst Park has an overall condition score of 2.2 which is, again, an average condition rating across all park assets. This is an average score, and represents a wide variety of condition ratings in the park.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and lifespan ratings. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community-driven long-range plan. It must evolve as directed in that plan.

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:

Not applicable

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Metro Transit routes 46 and 4 run on 50th Street and stops exist immediately adjacent to Lynnhurst Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. In addition, the project is situated along the Grand Rounds, a major bicycle and pedestrian route around the city. The project will likely include park trails sidewalks to provide improved accessibility to the transit stop and to the Grand Rounds.

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

The project is situated along the Grand Rounds, a major bicycle and pedestrian route around the city. The project will likely include park trails sidewalks to provide improved accessibility to the transit stop and to the Grand Rounds.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2029

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the park plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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:

Formal project scoping, including community engagement, will initiate in 2027, once funding becomes available--though collaborative, interagency work is taking place now to ensure a cohesive and fully funded project. The community engagement and design process will likely continue throughout 2027 and into 2028. Construction would likely begin in 2028 and, due to the complexity of the project, would likely continue into 2029.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Lynnhurst:
-- 88.4% White
-- 1.5% Asian or Pacific islander
-- 3.8% Hispanic/Latinx
-- 4.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Lynnhurst neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding (not rehabilitation), from both funding sources, in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

In addition to this project, Lynnhurst Park appeared in PRK02 with a playground rehabilitation project, funded in 2020. This project has initiated with community engagement and project scoping underway. It appears in unspent bonds under project PRK02. The adopted long-range plan calls for major change in the park, including the location of the playground. MPRB is evaluating how to implement this PRK02 project while not limiting the ability to implement the larger vision for the park.



PRK52 - Stewart Field Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2028
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 5 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,353,000

Project Location:

Address: 2700 S 12th Ave.
City Sector: South
Affected Neighborhoods: Midtown Phillips
Affected Wards: 9
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Stewart Park in south Minneapolis. The requested funding in 2027 is for a single phase two implementation of the adopted long-range plan for the park. It augments funds requested in 2025. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Parks Plan, then completed phase one improvements in 2018/2019 mostly aimed at creating more useable field space and enhancing the existing artificial turf field with seating and protective fencing. MPRB will next involve the community in a scoping exercise to determine which of the long-range plan elements should be constructed in this planned phase two. The plan for Stewart Park envisions enhancements all around but extremely limited change. Existing facilities like the soccer field, play area, and wading pool are very popular. An existing baseball diamond is very high quality.

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 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. 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 Stewart, but it could be used for a variety of recreational improvements, based on community input.

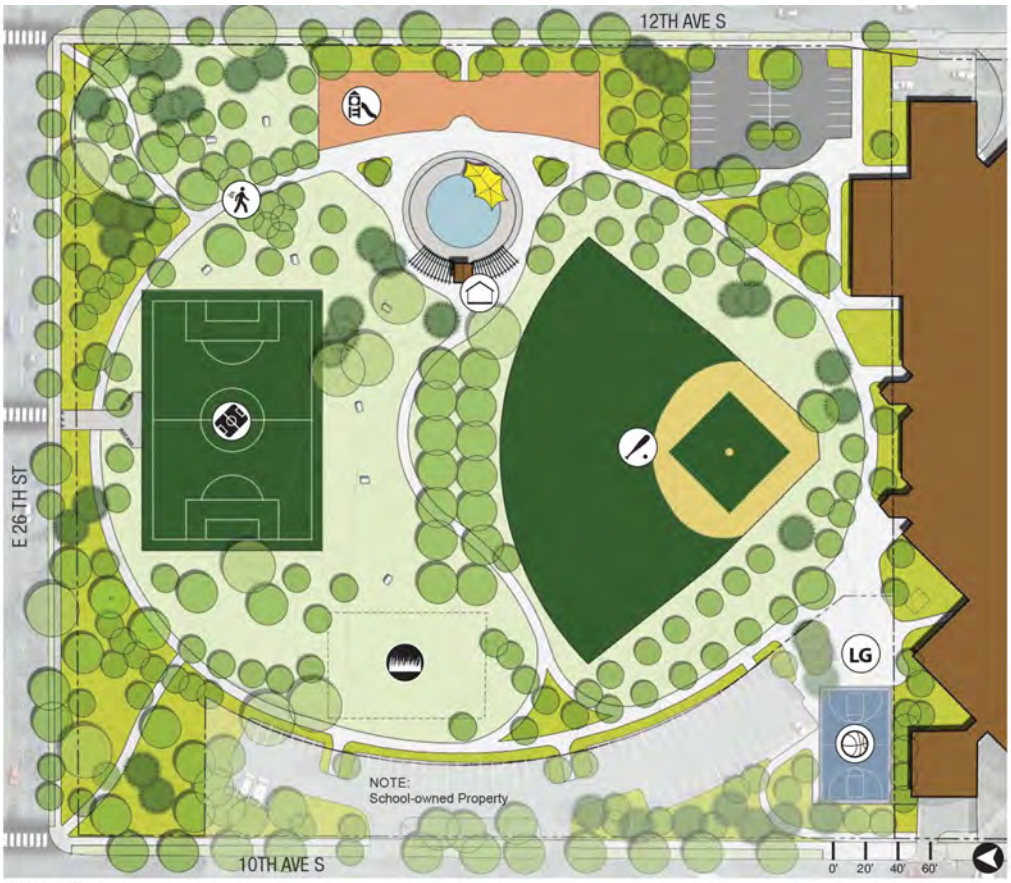
Purpose and Justification

Stewart 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 park plans determine what amenities are desired by the community and then implemented.

Stewart Park's 2022 NPP20 ranking is #4. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase two implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Proposed Plan: Stewart

Project Funding and Cost Breakdown

PRK52

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$203,000	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$550,000	$0	$600,000	$0	$0	$0	$0
REVENUES	**$753,000**	**$0**	**$600,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$151,000	$0	$120,000	$0	$0	$0	$0
CONSTC - Construction Costs	$572,000	$0	$456,000	$0	$0	$0	$0
GOVER - General Overhead	$30,000	$0	$24,000	$0	$0	$0	$0
EXPENSES	**$753,000**	**$0**	**$600,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Stewart Park has a score of 0.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that some of Stewart's assets reached or will reach the ends of their useful lives between five years ago and five years from now, while the newer athletic fields are within their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Stewart Park has an overall condition score of 2.2, which is an average score. All the outdoor facilities at Stewart range from poor to above-average condition.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based primarily on average asset condition and longevity ratings.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Metro Transit route 27 runs on the one-way pairs of 26th and 28th Streets, with stops adjacent to the park and one block away. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

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

Sidewalks and curb ramps could be icluded in the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2029

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in a park plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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:

Because this project has requested funding in 2025, then a year-long gap in funding due to the North Commons investment (see "Additional Notes"), the exact timeline for implementation will depend largely on what is selected for implementation and careful phasing of the work. Project scoping, including community engagement, did initiate in early 2025, with an expectation of completion in late 2025. Construction could begin in 2026, depending on selected elements and phasing determinations. A second construction project is possible, then, in 2027, or the two funding years would be combined into a single construction project spanning 2026 and 2027.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Midtown Phillips:
-- 27.1% White
-- 70.7% Of Color, including 37.8% Black/African-American alone
-- 29.0% Hispanic/Latinx
-- 49.8% speak a language other than English
-- 29.0% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Midtown Phillips neighborhood has very high percentages of people of color compared to city and statewide data. Most notably, the percentage of residents identifying as Hispanic/Latino, those who speak a language other than English, and foreign-born residents are more than twice the percentage of the city as a whole. The Hispanic/Latino population has increased significantly over the past year, while the numbers of foreign-born residents and those speaking a language other than English have decreased. As the park is reconstructed, MPRB will need to pay particular attention to the needs and desires of speakers of other languages, Hispanic/Latino people, as well as the east African community members who regularly use the park. The recent phase one implementation already created inroads through bilingual engagement and pop-up opportunities in the park. This work must continue. All these community members must be made to feel welcome in the planning process and in the park and be served by MPRB's programs and facilities. If that is accomplished, BIPOC residents will significantly benefit from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that

involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the park's long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. Stewart Park did see improvements, but was considered under-invested in the early days of NPP20 and is therefore receiving a second investment now.

Additional Information

The second year of funding project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding (not rehabilitation), from both funding sources, in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

In addition to this project, Stewart Park appears in PRK02 with a playground rehabilitation project in 2023 in the amount of $355,000. Those funds appear as unspent bonds under PRK02. Because of the recent phase one improvement work at Stewart and then improvements slated in both 2023 and 2025/2027, MPRB staff are still determining the least disruptive, most efficient way to implement this play area project, in the context of this larger implementation.



City of Minneapolis

PRK53 - Loring Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 10 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,860,000

Project Location:

Address: 1382 Willow St.
City Sector: Downtown
Affected Neighborhoods: Loring Park
Affected Wards: 7
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Loring Park in downtown Minneapolis. The requested funding in 2028 is for a single phase two implementation of the adopted long-range plan for the park. Phase one was a recent reconstruction of the play area and tennis courts and new pickleball courts. The exact improvements to be implemented under this project are not currently known. MPRB has created a vision for the park through the Downtown Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the remaining plan elements should be constructed in this planned phase two. The long-range plan for Loring Park preserves the pastoral, heavily treed character of the park, but envisions new improvements, a reorganization of various view plazas and gathering spaces, and reinvigorated entry experiences.

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 park 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. 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 Loring, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Loring 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 plans determine what amenities are desired by the community and then implemented.

Loring Park's 2024 NPP20 ranking is #56.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Figure 1.41 Loring Park Proposed Plan

Project Funding and Cost Breakdown

PRK53

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$235,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$1,625,000	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$372,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$1,414,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$74,000	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Loring Park has a score of 0.55 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. In Loring, this score indicates that mainly the wading pool is beyond its useful life, while many others (the recently reconstructed play area, basketball court, and building) are within their lifespans.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Loring Park has an overall condition score of 1.73 which is an above average score and reflects recent work on the play area and courts.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, and the fact that the park plan does not envision significant change in the park.

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:

Not applicable

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

None.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Metro Transit route 25 flanks the entire southern end of the park, with multiple stops. In addition, high-use routes 4 and 6 on Hennepin/Lyndale stop at the southwestern corner of the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

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

Sidewalks and curb ramps involving transit and trail connections could be part of the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the park's plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of long-range plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in

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 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

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:

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-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Loring Park:
-- 71.5% White
-- 26.1% Of Color, including 11.3% Black/African American alone and 4.3% Asian or Pacific Islander
-- 5.2% Hispanic/Latino
-- 12.0% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Loring Park has a higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including those who primarily speak a language other than English. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. Loring's equity ranking suggests that there are other parks in much better condition and with even less community need.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK54 - Luxton Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 9 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,460,000

Project Location:

Address: 112 Williams Ave. SE
City Sector: East
Affected Neighborhoods: Prospect Park
Affected Wards: 2
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Luxton Park in southeast Minneapolis. The requested funding in 2028 is for a single phase two implementation of the adopted long-range plan for the park. Phase one was a recent reconstruction of the play area and some significant building rehabilitation. The exact improvements to be implemented with this new project are not currently known. MPRB has created a vision for the park through the East of the River Park Parks Plan, and will next involve the community in a scoping exercise to determine which of the remaining plan elements should be constructed in this planned phase two.

The long-range plan for Luxton Park envisions overall consistency in the existing area of the park, with the play area, wading pool, building, and fields improved in their current locations. The plan also envisions an expansion of the park to the west, to abut 27th Avenue SE, the planned route of the Grand Rounds Missing Link. This area would become home to a basketball court, skate and BMX parks, a plaza with social games and gathering spaces, and a new entrance to the park that would link it visually to the Grand Rounds.

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 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 Luxton, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Luxton 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 plans determine what amenities are desired by the community and then implemented.

Luxton Park's 2024 NPP20 ranking is #21. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK54

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$335,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$1,125,000	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$1,460,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$292,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$1,110,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$58,000	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$1,460,000**	**$0**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Luxton Park has a score of 1.7 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Luxton's assets have a broad mix of lifespan end dates. The recently reconstructed playground and recently renovated recreation center are well within their lifespans, while the wading pool and athletic fields are well outside.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Luxton Park has an overall condition score of 2.50 which is an average condition rating. Like the longevity rating, Luxton's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven park plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Connection to the future route of the Grand Rounds on 27th Avenue South will be a critical piece of eventual park plan implementation.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Prospect Park:
-- 56.7% White
-- 42.7% Of Color, including 10.7% Black/African-American alone and 23.0% Asian or Pacific Islander alone
-- 4.3% Hispanic/Latino
-- 32.8% speak a language other than English
-- 25.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Prospect Park neighborhood mirrors the City of Minneapolis demographics very closely, though has a higher number of foreign born residents than the city as a whole. In addition, Black/African-American residents make up a much lower percentage than city-wide, while Asian or Pacific Islander residents are nearly four times the citywide number. This is likely attributable to the neighborhood's proximity to the University of Minnesota. Students and teachers are a consistently difficult group to engage, so extra effort will be necessary to bring them into the planning and design process. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long--range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range park planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK55 - Hiawatha School Park Implementation

Project Details:

Project Start Date: January 1, 2030
Estimated Project Completion Date: December 31, 2031
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 17 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,525,000

Project Location:

Address: 4305 E 42nd St
City Sector: South
Affected Neighborhoods: Hiawatha
Affected Wards: 12
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Hiawatha School Park in south Minneapolis. The requested funding in 2030 is for a single phase one implementation of the adopted long-range plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

As its name might suggest, Hiawatha School Park shares a large parcel with a Minneapolis Public School (MPS). The open space portion of the school property is open to the public when school is not in session and is home to a play area, basketball court, and open field space. The park plan for this portion of the space (developed in collaboration with MPS) suggests minimal change. In contrast, the MPRB-owned portion of the land would see a reorganization of various facilities.

Near the recreation center, the wading pool is relocated in order to create a more open year-round entry plaza and gathering space for the building. A new wading pool replaces the tennis courts in the northeastern part of the park. A second play container between the existing play area and the new pool provides additional play opportunity and diversity. The parking lot is reconstructed in its current location. An urban agriculture area sits between the parking lot and the building entry, and will create an extension of the entry experience for the building.

Two multi-use diamonds are removed in favor of skating, hockey, and general play, as during school recess. The two diamonds along 44th Avenue would be retained, thereby keeping the open play space nearer the school

and removing the barriers of backstops from between school and park. A new outdoor classroom is planned for the space between the school and recreation center buildings. This amenity is currently under design funded through park dedication fees and could be implemented in 2024.

Under the vision plan, the integration between the school day and the park play day is seamless. The plan would break down physical barriers between the two buildings/uses and create shared spaces throughout.

MPRB will begin this implementation 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 long-range 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. The requested funding would not move away from Hiawatha School Park, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Hiawatha School Park 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.

Hiawatha School Park's 2023 NPP20 ranking is #51. This ranking coupled with the fact that a long-range plan is complete justifies advancement of implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Proposed Plan: Hiawatha School

Project Funding and Cost Breakdown

PRK55

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$0	$195,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,330,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,525,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$305,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$1,159,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$61,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,525,000**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Hiawatha School Park has a score of 2.25 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Hiawatha School Park's assets were built in two main eras. The late-1970s athletic fields and wading pool are beyond their useful lives, while the early 2000s play areas and courts are nearing the end of useful life. The recreation center, also built in the late 1970s, is in need of upgrades.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Hiawatha School Park has an overall condition score of 2.5 which is a slightly below average condition rating. Like the longevity rating, Hiawatha School Park's assets reflect the two disparate implementation eras.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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 project may include sidewalk connections to surrounding neighborhoods.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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 2030, once funding becomes available. The community engagement and design process will likely continue throughout 2030. Construction would likely begin in 2031 and, depending on the complexity of the project, could continue into 2032.

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Public Health: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Hiawatha:
-- 69.3% White
-- 29.4% Of Color, including 11.8% Black/African-American alone and 2.8% Asian or Pacific Islander alone
-- 11.4% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Hiawatha neighborhood mirrors the City of Minneapolis demographics somewhat closely, though has a higher number of White residents than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

This park is also home to a playground project requested in 2028 under PRK02. Because these two projects are two years apart, MPRB staff will consider how to create efficiencies in their implementation. Options could include: initiating engagement for the entire larger project in 2028, using the play area funds; adjusting the MPRB CIP and subsequent CBRs to bring funding closer in line; or delaying the play area project to limit the disruption caused by two sequential projects.



City of Minneapolis

PRK56 - Kenny Park Implementation

Project Details:

Project Start Date: January 1, 2029
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 14 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,858,000

Project Location:

Address: 1328 W 58th St.
City Sector: Southwest
Affected Neighborhoods: Kenny
Affected Wards: 13
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenny Park in south Minneapolis. The requested funding in 2029 and 2030 is for a single phase two implementation of the adopted long-range plan for the park. Phase one was a 2021/2022 project that replaced the play area and resurfaced the tennis and basketball courts. These improvements were funded under PRK02 and PRKRP, respectively. The phase one project shows how significant and desired improvements can be made in a park through small-project programs and rehabilitation funding under NPP20.

The exact improvements to be implemented in phase two are not currently known. MPRB has created a vision for the park through the Southwest Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

The design for Kenny Park was approached not only as an individual neighborhood site, but also as one part of a four-park collection in the far southwest portion of the city that has a strong and interconnected focus on athletics, primarily field and diamond sports (Pershing Park, under PRK58, and Armatage Park, under PRK60, are others of these four parks). Kenny will be designated as a “field sports focused park” with the removal of diamonds and the installation of a premier artificial turf field, striped for field sports only. This will balance nearby Armatage Park which is designated a “diamond sports focused park.”

The sloped hills surrounding Kenny’s new fields will be naturalized with native plantings and the existing sledding hill preserved. A new walking path connecting West 57th Street to West 58th along the top of the hill on the west side completes a walking loop of the entire park. The existing two tennis courts with pickleball striping

remain, as do the play areas and gaga pit near the school. Play areas will be somewhat expanded when improved.

A significant improvement at Kenny is the proposed expansion of the existing small neighborhood center. The plan envisions an open air shelter facing a new splash pad with shade structures to replace the existing wading pool. By allowing for easy water shut-off, the splash pad plaza can be used by students at Kenny School during recess hours and during the winter months as extra play space. To the east of the splash pad is a relocated picnic area and a series of sport courts which include two half-court basketball hoops as well as striping for four-square and additional games.

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 long-range 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. 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 Kenny, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Kenny 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.

Kenny Park's 2023 NPP20 ranking is #63. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK56

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$175,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$760,000	$923,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$935,000**	**$923,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$187,000	$185,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$711,000	$701,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$37,000	$37,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$935,000**	**$923,000**	**$0**

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PRK56

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EXPENSES	**$0**	**$0**	**$0**	**$0**	**$935,000**	**$923,000**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenny Park has a score of 1.85 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score is a reflection of the fact that Kenny's tennis and basketball courts and play area were all recently improved, bringing them well within their useful lives. Conversely, the 1960s-era recreation center and the 1990s athletic fields are beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenny Park has an overall condition score of 2.1 which is a condition rating slightly above average. This score reinforces the disparity between older and newer facilities in the park.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven long-range plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the plan. In addition, by the time this funding becomes available, the older facilities will be even farther beyond their useful lives and likely in even poorer condition.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

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

No

Describe the economic development impact of the project:

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No

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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.

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

Sidewalk connections are a possible aspect of 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.

Not a right-of-way project

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Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Kenny:
-- 83.1% White
-- 4.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenny neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

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Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK57 - Kenwood Park Implementation

Project Details:

Project Start Date: January 1, 2030
Estimated Project Completion Date: December 31, 2031
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 18 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,950,000

Project Location:

Address: 2101 W Franklin Ave.
City Sector: Southwest
Affected Neighborhoods: Kenwood
Affected Wards: 7
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenwood Park in southwest Minneapolis. The requested funding in 2030 is for a single phase one implementation of the adopted long-range plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

The focus of the Kenwood Park vision is on balance – both increasing access to a variety of recreation options while also enhancing naturalized areas, tree canopy, and natural stormwater treatment to manage flooding. A grass walking path north of Douglas Avenue will provide soft-surface trail access to the woods and prairie there. Large areas of what are now mown turf south of Douglas Avenue will be naturalized while maintaining tree canopy. The main exception to this is the open clearing on the top of the hill in the center of the park which will remain mown grass to preserve the scenic overlook. An accessible walking path to the hilltop will include nature education/interpretation nodes. The area at the south of the park which regularly floods will be transformed into a purpose-built wet meadow with boardwalk, providing an attractive, functional, and educational opportunity for stormwater capture and treatment.

The play area, multi-use fields, diamonds, and batting cages will be retained and upgraded. The tennis courts will remain with the possibility of adding a seventh court in the future to accommodate tournaments. Five new pickleball courts and a full basketball court south of tennis will expand recreation options, along with a three-hole disc golf course on the western side of the central hill near Oliver Avenue South. A picnic shelter near the play area will accommodate small groups.

A new stairway at Lincoln Avenue will provide safe access down to the restroom enclosure and court area, while an extension of the path at the courts will create a walking loop connecting fields and diamonds throughout the park. A key bike and pedestrian connection is established on the eastern edge of the park, linking the Grand Rounds at Lake of the Isles to Kenwood Parkway at Mount Curve Ave. This trail will provide access to the Kenilworth and Cedar Lake Regional Trails north of the park. Pedestrian and bicycle crossings will be enhanced at several key intersections surrounding the park.

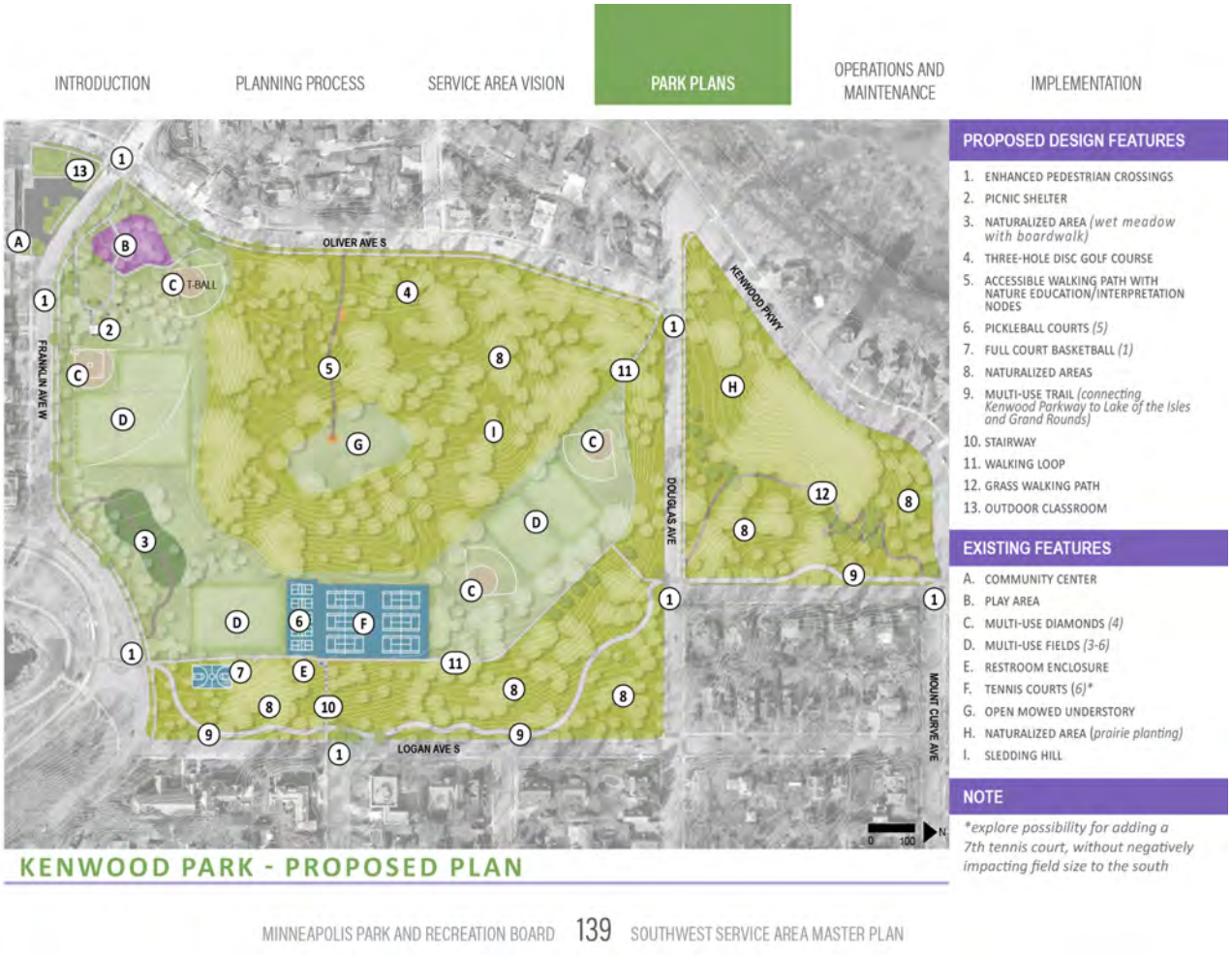
MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted long-range plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time. 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 Kenwood, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Kenwood Park 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 plans determine what amenities are desired by the community and then implemented.

Kenwood Park's 2023 NPP20 ranking is #46. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK57

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$0	$150,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,800,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,950,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$390,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$1,482,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$78,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,950,000**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenwood Park has a score of 2.1 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Kenwood's assets have a broad mix of lifespan end dates, including 1998 (athletic fields), 2012 (recreation center), 2021 (playground), and 2037 (tennis courts).

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenwood Park has an overall condition score of 2.0 which is an average condition rating. Like the longevity rating, Kenwood's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven long-range plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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 long-range plan envisions a new bicycle and pedestrian trail through the park that would create a connection between Kenwood Parkway to the north and Lake of the Isles to the south. Essentially a spur of the Minneapolis Grand Rounds, this new trail will create off-street connectivity between the Chain of Lakes and the Cedar Lake 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.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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 2030, once funding becomes available. The community engagement and design process will likely continue throughout 2030. Construction would likely begin in 2031 and, depending on the complexity of the project, could continue into 2032.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Kenwood:
-- 84.7% White

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenwood neighborhood has a significantly higher percentage of White residents than the city as a whole--one of the highest in the city--and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Though the percentage of White residents has decreased by about 8 points since last year, investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

Funding was also requested in 2025 at Kenwood Park to replace the play area as a stand-alone project, under PRK02.



City of Minneapolis

PRK58 - Pershing Field Park Implementation

Project Details:

Project Start Date: January 1, 2029
Estimated Project Completion Date: December 31, 2031
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 13 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,860,000

Project Location:

Address: 3523 W 48th St.
City Sector: Southwest
Affected Neighborhoods: Fulton
Affected Wards: 13
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Pershing Field Park in southwest Minneapolis. The requested funding in 2029 is for a single phase one implementation of the adopted long-range plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

Like Kenny Park (PRK56) and Armatage Park (PRK60) Pershing Field Park is viewed not only as an individual site, but also as part of a four-park interconnected group with a strong focus on athletics, primarily field and diamond sports. Of the four, Pershing will host both field and diamond sports facilities, which are popular in this area for youth sports programming. From a design and programming perspective, this park will balance recreation opportunities well with nearby Linden Hills Park.

At Pershing Field, the existing diamonds and fields will remain, along with the existing batting cages. New pitching mounds will be added. Updated play areas will remain in the same location and will be separated by a new splash pad with shade structures which replaces the wading pool at the end of its lifecycle. An improved community gathering/event plaza bridges the space between the play area and the recreation center entrance. New pollinator plantings beautify this entrance and several other spots near the building.

The picnic area next to the entrance is enhanced, as is the picnic area in the semi-wooded space to the east of the parking lot. This area is further enhanced with a bike fix-it station and adult exercise equipment. Tennis

remains in its existing location, while the full-court basketball surfacing is expanded to include a new adjacent multi-use court.

To help alleviate flooding in the surrounding neighborhoods, an underground stormwater storage cistern could be installed beneath the field space at Pershing Field through a cooperative effort with the City of Minneapolis. The water could be temporarily stored and then safely released, or could be used for irrigation. Pershing Field is one of two parks in the southwest service area to provide this stormwater benefit – the other being Lynnhurst Park (PRK46).

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 long-range 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 Pershing, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Pershing Park 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 plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2024 NPP20 ranking is #40. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK58

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$150,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$1,710,000	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$372,000	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$1,414,000	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$74,000	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Pershing Park has a score of 1.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Pershing's assets span a narrow range of expiration dates centered on the present day. Very soon, all of Pershing's assets will move beyond the end of their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Pershing Park has an overall condition score of 2.5 which is an average condition rating. This score reflects the fact that all of Pershing's assets are average. Like the longevity score, this could indicate an approaching tipping point, after which all the park's assets will be in poor condition at once.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven long-range plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Sidewalk connections may be included in the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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.

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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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Fulton:
-- 86.0% White
-- 1.7% Asian or Pacific Islander alone
-- 5.0% Hispanic/Latino
-- 4.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Fulton neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Though the percentage of Hispanic/Latino residents has increased over the past year, investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

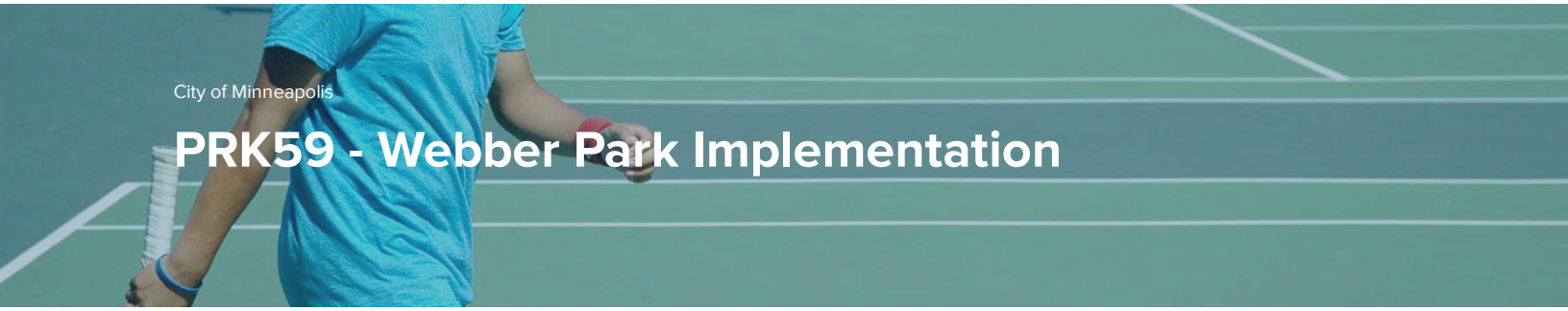
Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

Funding is also requested in 2028 and 2029 for a playground replacement at Pershing Park under PRK02.



City of Minneapolis

PRK59 - Webber Park Implementation

Project Details:

Project Start Date: January 1, 2029
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 11 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,860,000

Project Location:

Address: 4400 Dupont Ave. N
City Sector: North
Affected Neighborhoods: Webber-Camden, Lind-Bohanon
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Webber Park in north Minneapolis. Many know Webber Park for its first-in-the-nation public natural swimming pool. That portion of the park is actually a part of North Mississippi Regional Park, while the community center, play area, tennis courts, and other amenities are within Webber neighborhood park. The requested funding in 2029 is for a single phase one implementation of the adopted long-range plan for the neighborhood park. No NPP20 funding will be spent in the regional portion of 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 Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

The proposed design for Webber neighborhood park area makes few changes, recognizing the relative newness of the building, parking lot, and tennis courts. These three amenities remain in their current locations, as does the play area. One change that will affect both the regional and neighborhood parks is that the basketball court currently located in an isolated area east of the swimming pool is relocated near the recreation center.

The multi-use field is retained and improved, and the plan identifies a public art opportunity at the corner of Webber Parkway and 45th Avenue. New understory naturalized areas in the northwest corner of the park provide habitat and beauty. To better facilitate trail connections, a walking loop around the northern end of the park is improved and reinforced with directional signage.

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 long-range 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 Webber, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Webber Park 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 plans determine what amenities are desired by the community and then implemented.

Webber Park's 2024 NPP20 ranking is #39. The park's ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



PROPOSED PLAN: WEBBER PARK

Project Funding and Cost Breakdown

PRK59

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$225,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$1,635,000	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$372,000	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$1,414,000	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$74,000	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Webber Park has a score of 0 under MPRB's longevity metric. Webber has a relatively new play area and tennis and basketball courts, which are driving that score down. However, with expiration dates in the late 2020s and early 2030s, all of Webber's assets will expire just after this funding request becomes available.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Webber Park has an overall condition score of 1.56 which is indicative of newer but still aging facilities.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

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3. This is based on average asset condition and longevity ratings.

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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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

A portion of the Grand Rounds trail network passes by and through Webber Park. A major portion of this trail was recently reconstructed by Hennepin County as part of the "Webber 44" project. This project will likely improve connections to this new Grand Rounds trail segment.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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Data

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Minneapolis as a whole:
-- 60.0% White
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-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Webber-Camden:
-- 32.3% White
-- 64.3% Of Color, including 30.8% Black/African-American alone and 9.4% Asian or Pacific Islander alone
-- 19.7% Hispanic/Latino
-- 26.0% speak a language other than English
-- 15.2% foreign born residents

Lind-Bohanon:
-- 37.3% White
-- 62.5% Of Color, including 29.4% Black/African-American alone and 14.5% Asian or Pacific Islander alone
-- 7.5% Hispanic/Latino
-- 22.3% speak a language other than English
-- 15.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have very high percentages of people of color, particularly those identifying as Black or African-American. This demographic reality is the result of more than a century of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Webber seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that

involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. Webber's ranking over the years reflects changing demographics in the surrounding neighborhoods. As recently as two years ago, this park's ranking was #92, then it was #4 last year, and is now at #39. Webber had not entered the MPRB CIP at the inception of NPP20, but investing there now is a nimble approach to a changing city, and recognizes community need, even as that need changes over time.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK60 - Armatage Park Implementation

Project Details:

Project Start Date: January 1, 2030
Estimated Project Completion Date: December 31, 2031
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 19 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $2,500,000

Project Location:

Address: 2500 W 57th Street
City Sector: Southwest
Neighborhood(s) Located: Armatage
Ward(s) Located: 13
Description of Location: existing public park site

Project Description

This project will implement a variety of recreational improvements at Armatage Park in southwest Minneapolis. The requested funding in 2030 and 2031 is for a single phase one implementation of the adopted long-range plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

The design for Armatage Park was approached not only as an individual neighborhood site, but also as one part of a four-park collection in the far southwest portion of the city that has a strong and interconnected focus on athletics, primarily field and diamond sports (Pershing Park, under PRK58, and Kenny Park, under PRK56, are others of these four parks). Armatage will be designated as a “diamond sports focused park” with the removal of multi-use fields and significant renovation and realignment of diamonds. This will balance nearby Kenny Park which is designated a “field sports focused park.”

The key features of the Armatage Park vision plan are four new ball diamonds, including a premier baseball diamond suitable for high school use. Associated batting cages and outdoor exercise equipment will provide warm-up space for athletes and fitness options for general users. On the northern end of the park, an existing half basketball court and two tennis courts will be transformed into full-court basketball and refurbished tennis with pickleball striping. A new year-round rink will host hockey in winter and multi-use options in sumer, including futsal. The skate park would be expanded and reconstructed into a purpose-built flow-ride style facility, and the play area would be expanded into a major regional universally designed option. The wading pool would be refurbished in its existing location near the play area. In addition to the new winter hockey rink, free skating

would exist on portions of the multi-use diamonds and a cross-country ski loop is proposed to wind amongst the various park amenities.

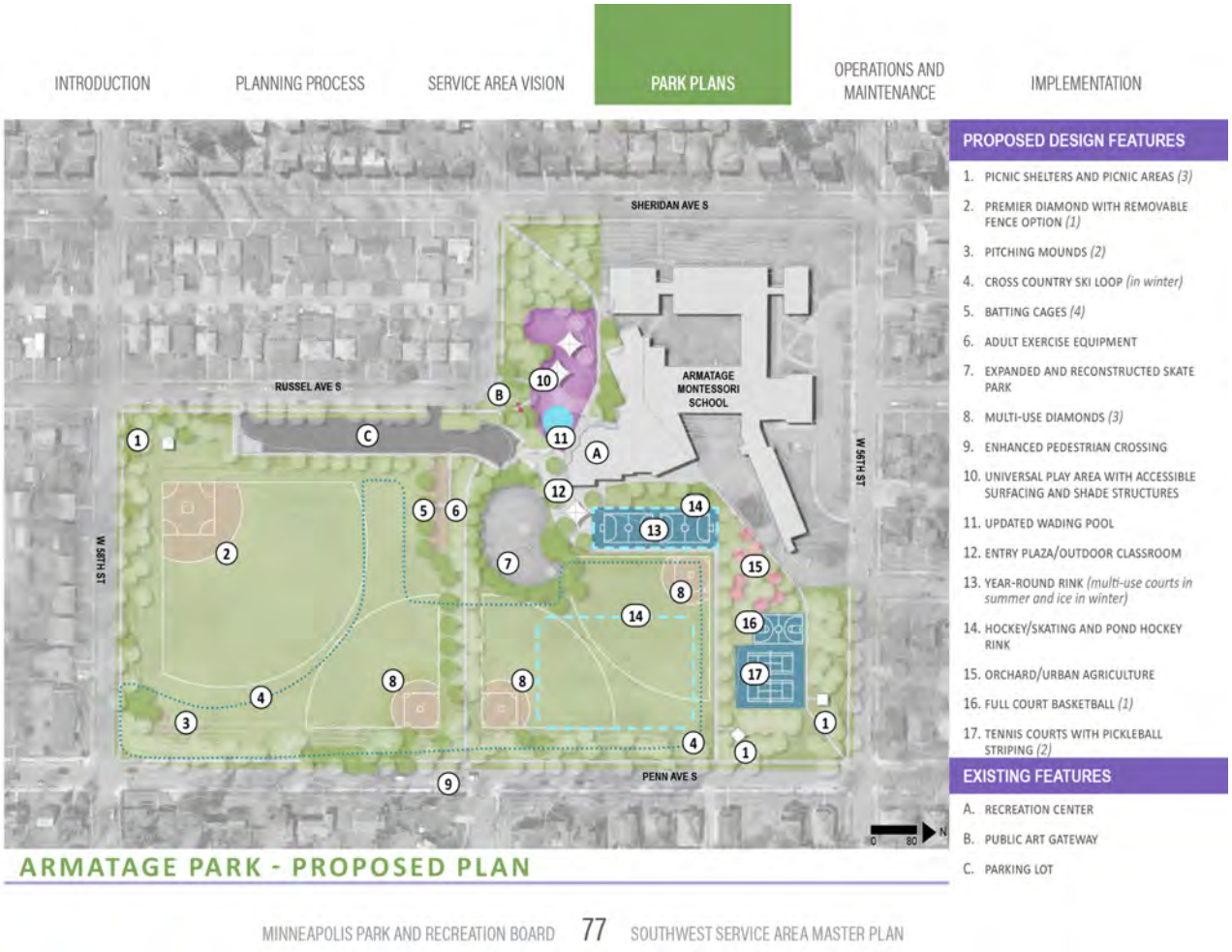
MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted long-range plan should be built right away. The scoping process also will 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 Armatage, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Armatage Park 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 plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2023 NPP20 ranking is #46. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK60

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$0	$257,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,612,000	$631,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,869,000**	**$631,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$374,000	$126,000
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$1,420,000	$480,000
GOVER - General Overhead	$0	$0	$0	$0	$0	$75,000	$25,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,869,000**	**$631,000**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Armatage Park has a score of 0.8 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Armatage's assets span a narrow range of expiration dates centered on the present day. The play area was recently replaced, but not to the full extent of the vision plan for the park, while the athletic fields and wading pool are much older.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Armatage Park has an overall condition score of 1.95 which is a condition rating slightly above average.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

MetroTransit bus route #4 runs on Penn Avenue along the eastern edge of the park. The project will consider connections to transit stops as part of the project scoping.

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

Sidewalk connections may be included in the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2032

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

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 2030, once funding becomes available. The community engagement and design process will likely continue throughout 2030. Construction would likely begin in 2031 and, depending on the complexity of the project, could continue into 2032.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Armatage:
-- 84.1% White
-- 2.1% Asian or Pacific Islander alone
-- 4.5% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Armatage neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

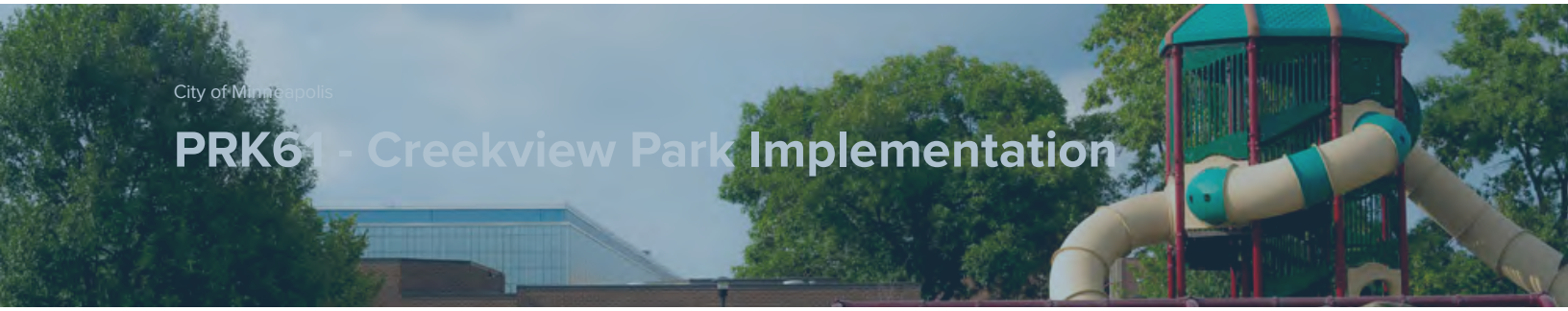
Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

It is likely that this project will be implemented in concert with the 2029/2030 project at Kenny Park (PRK56), in order to ensure that the envisioned pairing of these two parks (one diamonds-only, one fields-only) can be accomplished operationally.



City of Minneapolis

PRK61 - Creekview Park Implementation

Project Details:

Project Start Date: January 1, 2030
Estimated Project Completion Date: December 31, 2031
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 16 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,525,000

Project Location:

Address: 5001 Humboldt Avenue North
City Sector: North
Affected Neighborhoods: Shingle Creek, Lind-Bohanon
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Creekview Park in north Minneapolis. The requested funding in 2030 is for a single phase one implementation of the adopted long-range 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 Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

A point of clarification: Minneapolis operates a regional trail facility called Shingle Creek Regional Trail, which stretches from the northern city limit down to Webber Park. Within this regional facility are two of the eight areas city-wide that are designated as neighborhood areas within regional parks. These areas are eligible for NPP20 funding even though they lie within a regional park or trail boundary. This request is for the neighborhood areas east of the creek surrounding Creekview Recreation Center, also known as Creekview Park. Shingle Creek neighborhood park (PRK50) lies to the west of the creek. All these parks were planned together. However, this request can and will only be used in the eastern neighborhood area known as Creekview Park.

The vision plan for Creekview Park calls for an expansion of the recreation center to provide improved options for seniors, including possibly a coffee shop/cafe. The play area is also expanded and a new shelter provides an option for shade or for events like birthday parties. The existing skate park is redesigned, expanded, and transformed into a more flow-oriented style of skating. Two new banks of courts will augment the park's recreational offerings: pickleball courts near the recreation center and sepak tawkra courts nearer the creek. (Sepak tawkra is a sport played primarily by members of the AAPI community in Minnesota and functions a bit like volleyball but using the feet and body.) These proposed sepak tawkra courts would be the first in Minneapolis.

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 long-range 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 Creekview, but it could be used for a variety of recreational improvements, based on community input.

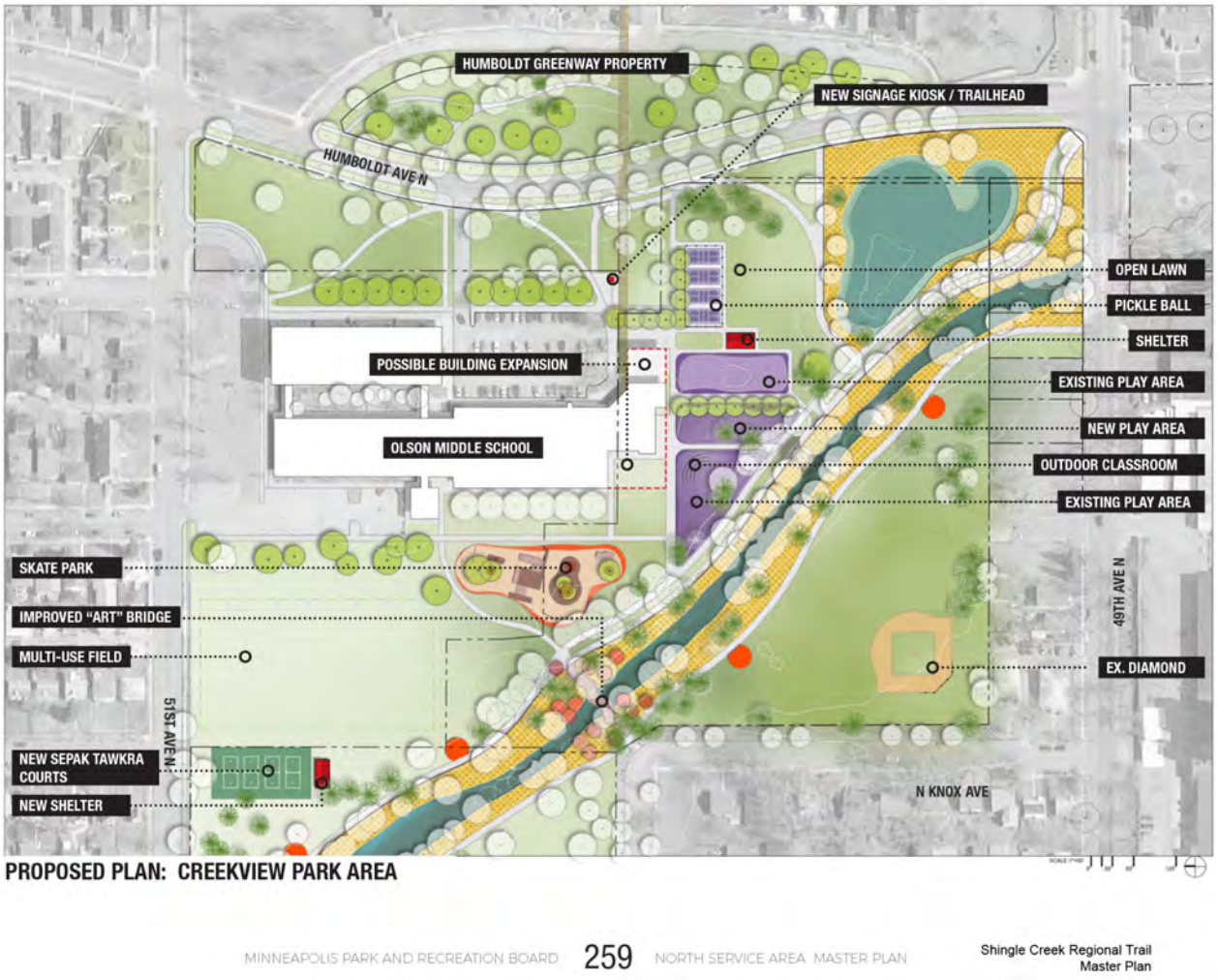
Purpose and Justification

Pershing Park 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 plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2024 NPP20 ranking is #42. This ranking coupled with the fact that a long-range plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK61

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$0	$125,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,400,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,525,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$305,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$1,159,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$61,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,525,000**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Creekview Park has a score of 0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates the relative newness of many of the assets at Creekview, including a newer (though less than desirable) skate park and newer play area.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Creekview Park has an overall condition score of 2.75 which is an average condition rating. Taken against the positive longevity rating, this score should typically be better (lower, numerically). Because there are few recreational facilities in this park, the condition rating is being driven by a rather low quality skate park and a recreation center in need of some upgrades.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on good longevity ratings and average condition ratings. However, the existing park does not meet the recreational needs of the community. It must evolve as directed in the park's long-range plan.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

MetroTransit bus route #22 runs on Humboldt Avenue along the eastern edge of the park, and also on 49th Avenue to the park's south. Express route #761 also runs on 49th Avenue. Just a few blocks south of the park is the 44th and Grand station of the D-Line BRT. Trails along Shingle Creek connect Creekview park to the D-Line. The project will consider connections between transit stops and the park amenities and recreation center, including wayfiding to and from the D-Line.

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

Sidewalk connections may be included in the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

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

The appropriate long-range plan document includes calculations on likely operations increases for each element included in the plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life

Project Coordination

escribe 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 2030, once funding becomes available. The community engagement and design process will likely continue throughout 2030. Construction would likely begin in 2031 and, depending on the complexity of the project, could continue into 2032.

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.

without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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.

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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 and Transportation: 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: 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. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latino
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Shingle Creek:
-- 31.3% White
-- 68.3% Of Color, including 16.4% Black/African-American alone and 29.8% Asian or Pacific Islander alone
-- 42.2% speak a language other than English
-- 23.4% foreign born residents

Lind-Bohanon
-- 37.3% White
-- 62.5% Of Color, including 29.4% Black/African-American alone and 14.5% Asian or Pacific Islander alone
-- 7.5% Hispanic/Latino
-- 22.3% speak a language other than English
-- 15.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Shingle Creek and Lind-Bohanon neighborhoods are very different from each other, but both have much higher percentages of people of color than the city as a whole. Numbers of Black/African-American and Asian or Pacific Islander residents are notably high. In Shingle Creek the percentages of those who speak a language other than English at home and foreign born residents is very high. This demographic reality is the result of centuries of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Creekview seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements. Of particular note is the inclusion in the vision plan of culturally specific recreational amenities, which were requested by AAPI community members, who are prevalent in these neighborhoods.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

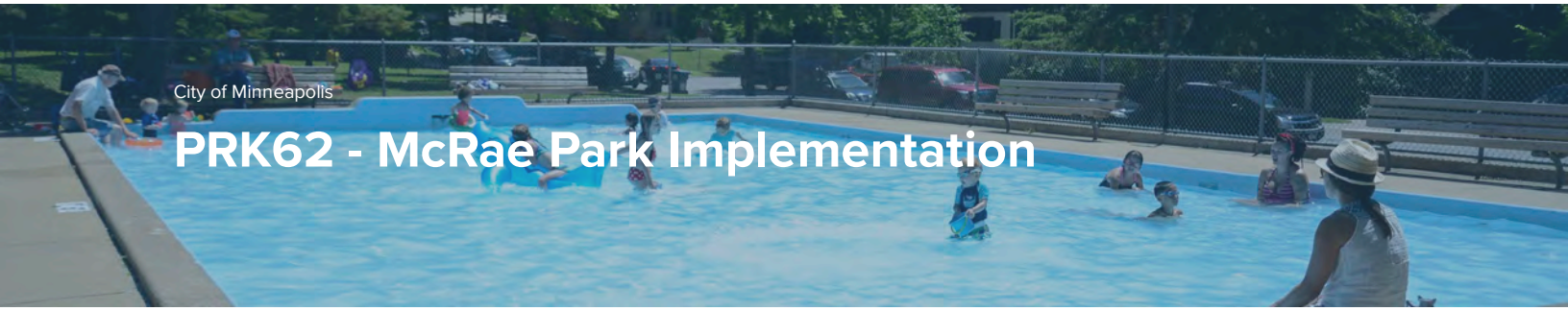
The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRK62 - McRae Park Implementation

Project Details:

Project Start Date: January 1, 2029
Estimated Project Completion Date: December 31, 2030
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 12 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Total project cost (all years): $1,858,000

Project Location:

Address: 906 East 47th Street
City Sector: South
Affected Neighborhoods: Field, Regina, Northrop
Affected Wards: 8, 11
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at McRae Park in south Minneapolis. The requested funding in 2029 is for a single phase three implementation of the adopted long-range plan for the park. Phase one significantly renovated the athletic fields in 2019, while a phase two project in 2022 completely replaced the play area. The exact improvements to be implemented in phase three are not currently known. MPRB has created a vision for the park through the South Service Area Parks Plan, and will next involve the community in a scoping exercise to determine which of the plan elements should be constructed in this planned project.

During the implementation of phase two, an amendment to the McRae's vision plan was approved. Most planned amenities remain in the plan, except for the expanded parking lot. It was found that rearranging the play area, wading pool, and parking lot as drawn in the original vision would cause significant tree impacts in the park. Therefore, the wading pool will be reconstructed in its current location, near the building front entrance, and the parking lot will remain its current size. The year-round rink and two of the ball diamonds are unchanged in the plan, but a third diamond is removed to provide more space for field sports and winter activities that do not impact the higher quality football field that was built in phase one. The courts area on the western side of the park is re-envisioned with two combination tennis and pickleball courts, two basketball courts, several basketball shoot hoops, and a small gathering area with arbor or shade structure.

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 long-range 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. 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 McRae, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

McRae Park 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 plans determine what amenities are desired by the community and then implemented.

McRae Park's 2024 NPP20 ranking is #67.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK62

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$175,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$1,683,000	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$1,858,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$372,000	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$1,412,000	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$74,000	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$1,858,000**	**$0**	**$0**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that McRae Park has a score of 1.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that McRae's assets have a wide variety of expiration dates. The field and play area are new, while the wading pool and courts are well beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. McRae Park has an overall condition score of 2.2 which is a condition rating slightly above average. Similar to the longevity score above, this indicates a disparity in the park between new high-quality amenities and older failing ones.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on asset condition and longevity ratings, which show multiple poor and aging facilities in the midst of newer ones.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

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

No

Describe the economic development impact of the project:

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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.

McRae Park, situated on the coner of Chicago Avenue and 46th Street, is adjacent to a prominent transportation transfer point. The D-Line stops at this intersection, and connects with bus route #46, which runs on 46th Street. As part of this project, MPRB will consider physical and wayfinding connections to these excellent transit options.

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

Sidewalk connections may be included in the project scope.

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

Field:
-- 71.1% White
-- 26.8% Of Color, including 16.6% Black/African American alone
-- 7.0% foreign born residents

Regina:
-- 59.2% White
-- 38.6% Of Color, including 24.4% Black/African American alone
-- 9.2% foreign born residents

Northrop:
-- 72.3% White
-- 22.8% Of Color, including 10.6% Black/African American alone
-- 8.6% Hispanic/Latino
-- 6.6% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All three neighborhoods around McRae Park have higher percentages of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. However, this reality is changing, especially in the Regina neighborhood, which exceeds the city percentage of Black/African American residents, and Northrop, which comes close to the city percentage for Hispanic/Latinx residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods, but it could also support people of varying backgrounds who are increasingly calling this area home.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.



City of Minneapolis

PRKCP - Neighborhood Parks Capital Infrastructure

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: Varies by specific park project
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 2 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $7,929,000 unspent

Total project cost (all years): $22,684,000

Project Location:

Address: Multiple sites across the city
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park sites

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. Parks in which a playground or athletic field is the ONLY planned improvement are requested under PRK02 and PRK04, respectively. A series of targeted rehabilitation types are requested under PRKRP. Any single-park project with a total dollar amount greater than $1,000,000 is featured under an individual project number (PRK36 through PRK62). PRKCP is a multi-year program that includes comprehensive park improvement projects with a variety of activities, at smaller overall funding amounts.

Also included in the PRKCP project is a set of neighborhood parks without major assets (sometimes called “undeveloped parks”). Investing in them is in the spirit of NPP20, to ensure that every neighborhood has a great park and that every park sees improvements. However, these parks were always difficult to rank under MPRB's equity metrics. Because they do not have major assets, scores for these parks were based solely on where they were in the city, not the relative benefits they might provide to the public. In 2023, MPRB updated its equity

metric ordinance to address this unintended consequence. This ordinance change, put simply, does three things:

-- It separates all parks without major assets (undeveloped parks) into a separate list. These 51 parks that do not feature play areas, athletic fields, aquatic areas, courts, nor buildings are no longer ranked amongst the developed parks, but rather amongst themselves.

-- It creates two new park equity metrics that apply only to undeveloped parks (the four community metrics remain the same for all neighborhood parks). These metrics are "asset proximity," which evaluates how close the undeveloped park is to other recreational assets, and "asset potential," which examines whether the undeveloped park is planned to have major recreational assets. Together, these two new metrics determine whether an undeveloped park can provide important recreational benefit to the public.

-- It brings undeveloped parks into the MPRB CIP in their ranked order, alongside the developed park list. Funding amounts are based on adopted park plans, and the total amount invested in undeveloped parks may vary year over year, in order to create the most equitable CIP that includes both neighborhood park types. Once an undeveloped park sees investment, it moves to the developed list and gets ranked among its now peers with major assets.

Because most undeveloped parks are not planned to have large numbers of major assets, they are necessarily included in PRKCP. In this request (See the "Additional Information" section), undeveloped parks are noted in the project list.

The exact facilities to be implemented at each park, whether developed or undeveloped, are based on service area long-range parks plans, which create visions for the recreational future of every neighborhood park in the city. All five area parks plans--South, Downtown, North, Northeast/Southeast (East of the River), and Southwest are complete. Once a 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 allocation for a particular park will not generally complete that park’s long-range plan, and should be considered a phase of implementation. The community process considers which of those elements included in the adopted 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. 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 used for a variety of recreational improvements, based on community input.

PRKCP also includes projects that use the MPRB Capital Levy.

Purpose and Justification

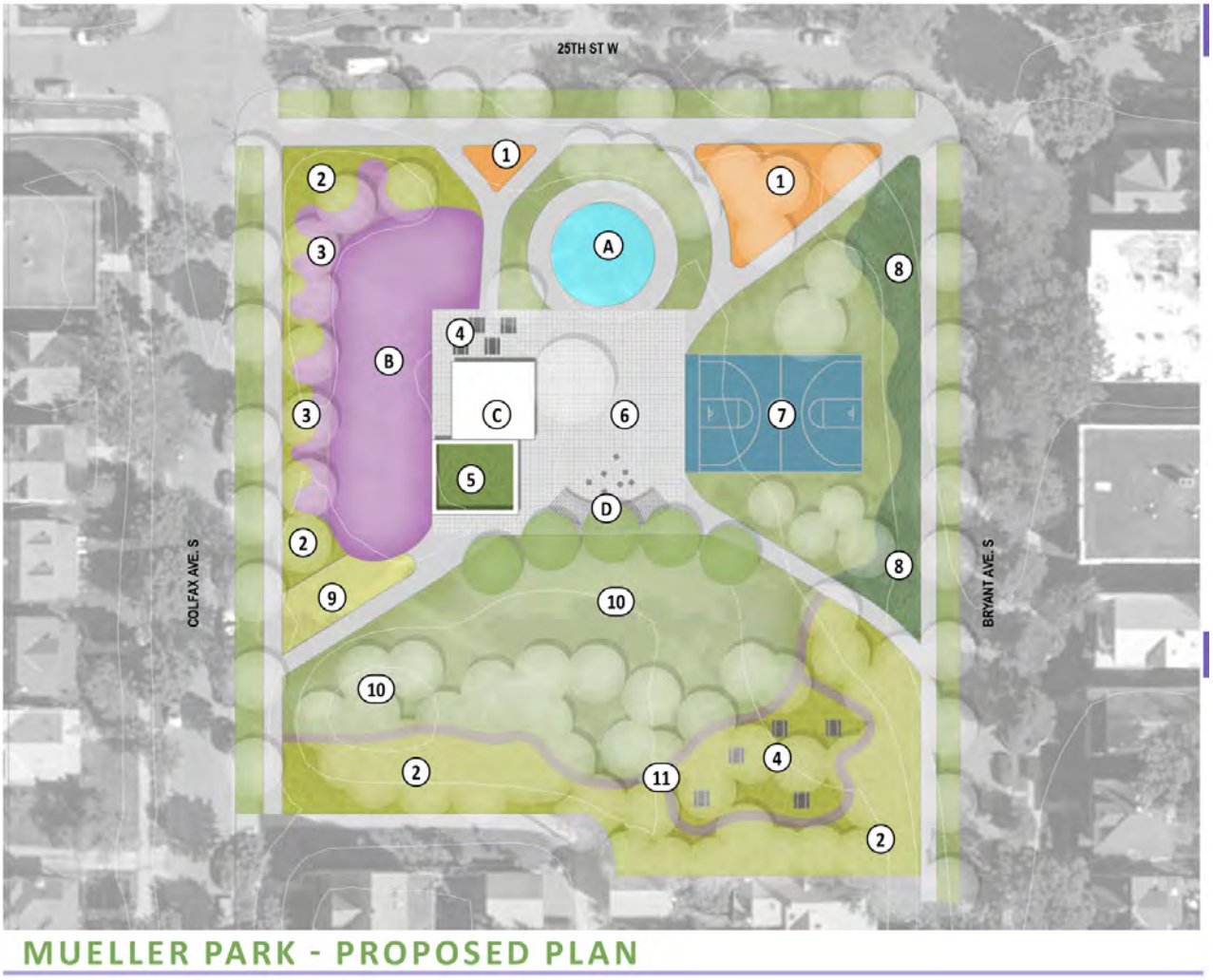
This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as 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 developed or undeveloped park equity metric and the park's long-range 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 metrics use empirical data to establish an "equity ranking" for each park, separated into developed and undeveloped park lists. The data look at both the community characteristics

around the park, the assets in the park (including historic investment in the park), and the recreational benefit of the park (in the case of undeveloped parks). 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.

Project Visuals and Map



Project Funding and Cost Breakdown

PRKCP

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$724,000	$75,000	$900,000	$917,000	$962,000	$908,000	$1,405,000
391002 - Net Debt Bonds Issued	$1,345,000	$0	$5,074,000	$3,359,000	$1,925,000	$400,000	$6,759,000
REVENUES	**$2,069,000**	**$75,000**	**$5,974,000**	**$4,276,000**	**$2,887,000**	**$1,308,000**	**$8,164,000**
Expenses							
DANDPM - Design and Project Management	$414,000	$15,000	$1,195,000	$855,000	$577,000	$262,000	$1,633,000
CONSTC - Construction Costs	$1,572,000	$57,000	$4,540,000	$3,250,000	$2,195,000	$994,000	$6,204,000
GOVER - General Overhead	$83,000	$3,000	$239,000	$171,000	$115,000	$52,000	$327,000
EXPENSES	**$2,069,000**	**$75,000**	**$5,974,000**	**$4,276,000**	**$2,887,000**	**$1,308,000**	**$8,164,000**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities in the park. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall longevity rating for each of the parks in this request. The higher the number, the more assets are outside their useful life.

(Note that the “undeveloped parks” described above do not get these scores because they do not have assets. They utilize different park metrics focused on asset proximity and potential. They appear in this list for reference, but without data.)

Washburn Fair Oaks: undeveloped
Mueller: 0.5
Stevens Square: 0.33
Todd: 2.36
Jackson Square: 0.8
Lyndale School Pool: 3.0
Painter: 0.4
Perkins Hill: 0.5
CEPRO Site: undeveloped
Marcy: 0.5
NW Bell/Elwell: 1.0
Clinton Field: 0
North Loop Park Site: undeveloped
Normanna Triangle: undeveloped
Irving Triangle: undeveloped
Waveland Triangle: 0
8th Avenue Streamscape: undeveloped
Seven Oaks Oval: undeveloped
Lovell Square: 0
Corcoran Park: 1.5

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. The five major facility types (courts, fields, buildings, aquatics, and play areas) are rated from 1 through 5, with 5 indicating assets in the poorest condition. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall asset condition rating for each of the parks in this request. The higher the number, the more assets are in poor condition.

(Note that the “undeveloped parks” described above do not get these scores because they do not have assets. They utilize different park metrics focused on asset proximity and potential. They appear in this list for reference, but without data.)

Washburn Fair Oaks: undeveloped
Mueller: 2.25
Stevens Square: 2.67
Todd: 2.27
Jackson Square: 2.36
Lyndale School Pool: 2.0
Painter: 2.0
Perkins Hill: 3.0
CEPRO Site: undeveloped
Marcy: 2.0
NW Bell/Elwell: 3.0
Clinton Field: 2.7
North Loop Park Site: undeveloped
Normanna Triangle: undeveloped
Irving Triangle: undeveloped
Waveland Triangle: 1.0
8th Avenue Streamscape: undeveloped
Seven Oaks Oval: undeveloped
Lovell Square: 2.0
Corcoran: 2.20

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on a lower-than-average asset condition and longevity ratings across all these parks, along with the need to implement community-driven long-range plans. Many existing facilities in these parks are functional but low quality, and the existing parks do not meet the recreational needs of the communities around them. They must evolve as directed in their plans.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

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

No

Describe the economic development impact of the project:

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.

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.

Sidewalks and trails could be included in project scopes

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 a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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 will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? Varies by specific park implementation

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

Comprehensive analysis of maintenance impacts were calculated as part of the service area master planning process. 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 an approximately $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

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.

The total amount unspent has decreased since last year from roughly $9.1 million to $7.9 million. Though this is still admittedly a high number, the decrease makes MPRB optimistic that projects are rolling out to the public at a swifter pace. MPRB continues to experience a challenging bidding climate and staffing levels that are barely adequate. Though MPRB itself is not satisfied with the slow pace of project implementation, work is accelerating. The following general project categories describe where MPRB currently stands with unspent bonds.

5 projects are complete and open to the public:
-- Jordan Park (2018): Unspent bonds are $18,000 (for final punchlist items).
-- Painter Park (2021 and 2023): Unspent bonds are $0.
-- Central Gym wading pool and site improvements (2022): Unspent bonds are $0.
-- Murphy Square (2022): Unspent bonds are $0.
-- Bethune (2023): Unspent bonds are $0.

6 projects have completed community engagement and design and are nearing the bidding and construction process. Construction for these projects is expected to be complete in 2025:
-- Victory Park (2019): Unspent bonds are $115,000.
-- Corcoran Park (2021): Unspent bonds are $590,000.
-- Folwell Park (2022 and 2023): Unspent bonds are $770,000.
-- Harrison Park (2022 and 2023): Unspent bonds are $941,000.
-- Riverside Park (2022): Unspent bonds are $783,000.
-- Shade Structure Fund (2024): Unspent bonds are $30,000.

7 projects have initiated community engagement and design and will enter the construction documents and bidding process during 2025, with construction possible in 2025 or 2026:

implemented, using the service area master plans as a guide.

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

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

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:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

-- Sumner Field (2020 and 2024): This project could not fully advance because of the small allocation in 2020. The project was bolstered with a second allocation in 2024 and the project is now moving forward. Unspent bonds are $759,000.
-- Cedar Avenue Field (2021): About half the allocation was spent on lighting and safety improvements, but the remainder was put on hold at the request of the community. A revised long-range plan is underway that will guide future expenditures. Unspent bonds are $337,000.
-- Franklin Steele (2022): Community engagement is complete and final designs are underway. Unspent bonds are $739,000.
-- Willard (2022 and 2023): This project was delayed due to challenges in securing a Federal grant. That grant has been secured, a project manager has been assigned, and community engagement is initiating. Unspent bonds are $1,043,000.
-- Central Gym skate park and improvements (2023): Design is nearly complete and bidding is expected soon. Unspent bonds are $407,000.
-- Cottage (2023): Community engagement and design is underway in a combined project with nearby Glen Gale Park. Unspent bonds are $529,000.
-- Glen Gale (2023): Community engagement and design is underway in a combined project with nearby Cottage Park. Unspent bonds are $636,000.

1 project has a project manager assigned and has performed some initial investigation work, but has not yet started community engagement nor design work:
-- Smith Triangle (2023 funding): Unspent bonds are $232,000

It is important to note that 5 projects with unspent bonds last year are complete and open to the public. Another 6 have imminent bidding and construction timelines, with the expectation that bonds will be fully spent within one year from now. Together, these groups of projects constitute $3.25 million (a similar number as last year's), or 41% of the overall total. Even more important is the fact that only one project has not advanced significantly into community engagement, and every project has an assigned project manager. It is hard to recall the last time this was the case, and is cause for celebration.

Going forward, MPRB requested roughly $2 million under PRKCP in 2025 and will request NONE in 2026 due to the decision to invest essentially the entire MPRB CIP that year in North Commons (PRK36) (See "Additional Notes"). 2027 will be a larger than usual year at $5.9 million, but by that time we can expect to

be completely caught up and ready for a large portfolio of projects.

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. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The long-range planning process for each park in this project used the INVOLVE engagement level. Capital improvement projects that implement plans typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around each long-range plan was a two-year process that led to the vision for the park, which will be implemented incrementally. Further engagement in parks covered under this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis
How does the outcome for this project help the city achieve racial equity?

The inclusion of these park projects is based entirely on MPRB’s equity metrics for capital project scheduling, which were codified in Ordinance at the beginning of NPP20 in 2017 and amended in 2023 to address unintended consequences related to undeveloped parks. The improvements in these parks are part of an overarching system of equitable capital investment at MPRB. MPRB's uses seven metrics for developed parks that look at the assets in the parks as well as community characteristics around the parks. Many of the parks with the most need have seen improvements already. The new methodology for considering undeveloped parks is also an equity move, in that it will now prioritize investment around parks with the greatest recreational potential.

When looking at the equity rankings included in the “Additional Information” section below, it is important to keep in mind that MPRB updates the equity rankings every year. We do not remove parks from the CIP once they are included. It is possible for demographic changes (most notably ACP50s) to cause a park’s ranking to drop (or rise) significantly from one year to the next.

In the early years of NPP20, MPRB invested heavily in parks with very high need—those with rankings in the top 25 of the list. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70 (out of 102 developed parks). These parks are in neighborhoods that roughly match the city's overall demographics and/or have aging and lower quality facilities.

Additional Information

All projects contained within PRKCP have been delayed one year along with the entirety of the MPRB CIP from 2026 onward, in order to make a significant investment in North Commons Park (PRK36). Under this change approved by the Board of Commissioners, North Commons Park will receive all the capital project funding from both funding sources (not including rehabilitation) in the 2026 year, with every other project delayed exactly one year. This project and all other projects have retained their original funding amount, though staff may have made some shifts between Net Debt Bonds and Capital Levy in order to balance the overall MPRB CIP.

The following chart documents parks in which improvements will take place, including anticipated funding years and sources. 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 all projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance, including the recent undeveloped parks amendment. Equity rankings are re-calculated each year. The 2025-2030 MPRB CIP is built on rankings calculated in 2024. Each park's 2024 equity ranking is included in the chart for reference (in parentheses after the park name). The lowest numbers demonstrate higher need. In each year, the list shows developed and undeveloped parks separately. These parks are ranked ONLY within their respective lists, not against each other.

In order to ensure projects move forward in a timely fashion, MPRB includes 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. Beginning in its 2021 CIP year, MPRB has chosen to fund the R&I Contingency with Capital Levy. It is still included for reference in the MPRB requests and the chart below, but no Net Debt Bonds are being requested related to the contingency fund.

2026
NONE

2027
DEVELOPED
Jackson Square (24): $911,000 Net Debt Bonds
Lyndale School Pool (1): $100,000 Net Debt Bonds. This allocation is for a decommissioning of the pool, which does not sit on MPRB lands. Funding here is aligned with that for Painter Park (just below) to implement plan driven aquatic and other improvements in that park.
Painter (23): $870,000 Net Debt Bonds
Perkins Hill (66): $450,000 Net Debt Bonds
Mueller (26): $221,000 Net Debt Bonds
Stevens Square (57): $896,000 Net Debt Bonds
Todd (68): $896,000 Net Debt Bonds
Nieman Fields Pavement Rehabilitation: $150,000 Capital Levy
R&I Contingency: $615,000 Capital Levy

UNDEVELOPED
Washburn Fair Oaks (4): $130,000 Net Debt Bonds, $135,000 Capital Levy
CEPRO Site (3): $600,000 Net Debt Bonds

2028
DEVELOPED
Clinton Field (28): $940,000 Net Debt Bonds
Mueller (26): $709,000 Net Debt Bonds
Marcy Park (41): $370,000 Net Debt Bonds
Northwestern Bell/Elwell Park (15): $600,000 Net Debt Bonds
Nieman Fields Pavement Rehabilitation: $150,000 Capital Levy
R&I Contingency: $683,000 Capital Levy

UNDEVELOPED
North Loop Park Site (7): $740,000 Net Debt Bonds
Irving Triangle (8): $54,000 Capital Levy
Normanna Triangle (6): $30,000 Capital Levy

2029
DEVELOPED
Waveland Triangle (102): $700,000 Net Debt Bonds
Corcoran (29): $525,000 Net Debt Bonds (This previously was a playground PRK02 project, but the playground was already replaced so this has been converted into a general implementation PRKCP project.)
Lovell Square (22): $237,000 Capital Levy
Nieman Fields Pavement Rehabilitation: $75,000 Capital Levy
R&I Contingency: $650,000 Capital Levy

UNDEVELOPED
8th Avenue Streamscape (10): $300,000 Net Debt Bonds
Seven Oaks Oval (9): $400,000 Net Debt Bonds

2030
DEVELOPED
Lovell Square (22): $288,000 Capital Levy
R&I Contingency: $620,000 Capital Levy

UNDEVELOPED
Seven Oaks Oval (9): $400,000 Net Debt Bonds

2031
MPRB has not yet adopted a 2031 CIP. The current MPRB 6-year CIP includes the 2025 through 2030 years. MPRB is providing an overall budget estimate for the 2031 year and will refine the request next year once MPRB adopts a 2031 CIP year.

Several of the parks funded here also appear in PRK02 with playground rehabilitation projects in various years. Wherever possible in terms of timing, same-year or near-year funding under PRKCP and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.



City of Minneapolis

PRKDT - Diseased Tree Removal

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: Ongoing
Ongoing Program: Y
Current Phase: Construction
Level of Need: Critical
Department Priority: 20 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisaprks.org
Prior year(s) bond authorization amount: n/a

Total project cost (all years): $7,200,000

Project Location:

Address: Citywide
City Sector: All
Affected Neighborhoods: All
Affected Wards: All
Description of Location: Private properties

Project Description

This project entails removal of diseased and infested trees from private property, outside of public street rights-of-way and other public lands. Invasive pests such as Dutch Elm Disease and Emerald Ash Borer (EAB) can and have decimated whole regions of certain species, and more pests are threatening our region. Prompt removal is one of the best methods of control because it proactively slows the spread of a pest to potential host trees.

Purpose and Justification

This project is an extremely important part of the toolbox for controlling invasive tree pests and protecting our urban forest. The prompt removal of diseased and infested trees from private property prolongs the practical and aesthetic positive benefits that all trees provide, no matter where they are located. These benefits are a major and important part of the city's urban infrastructure by providing many ecosystem services to the environment and our community. Examples include: mitigating global warming by reducing greenhouse 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 fosters wildlife habitat while providing social and psychological benefits to residents. Trees are proven to increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees.

Diseased and infested trees can be a serious safety threat once a tree deteriorates into a weakened state. Such trees may look safe on the exterior but can quickly become structurally unstable. This can inevitably lead to a loss of branches and/or total tree failure which is a recognizable threat to public safety.

This year, MPRB is requesting to maintain the previously requested increase in the diseasted and infested tree special assessment bond at $1,200,000. There are two key reasons for this request. First, the population of Emerald Ash Borer (EAB) on private properties is expected to increase and therefore kill more trees. The infestation is currently in the upward trajectory of what is called the exponential death curve. This means that losses to EAB will increase until there are fewer ash to infest. Until then, MPRB will need to condemn private ash trees for at least 5 to 7 years, in order to protect the overall urban forest--public and private. The second reason is due to increasing costs faced by the contractors that remove the trees. This includes fuel, labor, equipment, and disposal. Increased costs of doing business are facing many businesses and tree care companies are no exception.

Project Visuals and Map



Project Funding and Cost Breakdown

PRKDT

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
REVENUES	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**
Expenses							
CONSTC - Construction Costs	$1,152,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000
GOVER - General Overhead	$48,000	$48,000	$48,000	$48,000	$48,000	$48,000	$48,000
EXPENSES	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Not applicable. This project is about tree removal from private properties

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

Not applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Ongoing assessment bonds.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Not applicable

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Not applicable

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

The MPRB partnered with the City of Minneapolis Health Department to secure a grant from the US Forest Service through the Inflation Reduction Act. The $8,000,000 that was secured will be used primarily to pay for the removal of ash trees that have been condemned on private properties due to being infested with Emerald Ash Borer. It will specifically focus on easing the financial burden low-income property owners face with required removal of trees infested with EAB. MPRB is not requesting a decrease in the assessment bonds at this time, since changes on the federal level has put this grant at risk of cancellation. MPRB requests bonds to be sold annually based on estimated costs and will not use the full authorization if not needed.

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

The City of Minneapolis Health Department is the lead agency managing the US Forest Service that has been executed with a grant period of 3/1/2024 – 02/28/2029. They have contracted with MPRB and contractors under the authority of MPRB have begun removing qualifying trees. Grant funds will cover the removal costs that previously would have been borne by property owners.

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

MPRB received, through the Margaret A. Cargill Fund of the Saint Paul Minnesota Foundation, a contribution of $500,000 to support retroactive relief which was used to address trees that would have been levied in 2023 and trees removed in 2024 prior to the federal grant being executed. Of that donation $131,184.52 remains and is available for retroactive relief. MPRB also received $200,000 for this purpose through fundholders of the Minneapolis Foundation. In addition, The Mortenson Family Foundation donated $50,000 to provide assistance for private property tree removal assessments for homestead property owners that reside within census tracts defined as disadvantaged by the White House Council on Environmental Quality Climate and Economic Justice Screening Tool (CJEST) in the City of Minneapoli

The combined total of $381,184.52 will be utilized to provide retroactive relief for private property tree removal assessments that were levied to Hennepin County between January 1, 2020, and December 31, 2022, to homestead properties located in CEJST areas in Minneapolis utilizing a needs-based application process, as funds allow. Homestead property owners located within CEJST areas in Minneapolis with levied private property tree removal assessments during the above referenced timeframe have been mailed an application form and instructions on how to complete the application either online or through the U.S. mail. Homestead property owners have until November 15, 2024, to apply. The Superintendent remains committed and continues to work diligently to seek additional support for retroactive assistance.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

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:

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.

Work does not occur in right-of-way

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Not applicable

What is the estimated annual operating cost increase or (decrease) for this project? Not applicable

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

Unspent balance applied to future 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 applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Removal of diseased and infested trees on private property ensures safety by removing the threat of tree filure. In addition, eliminating diseased and infested private trees protects public trees, which could be even less safe were they to fall in the public realm.

Public Services: The diseased and infested 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: Climate change could exacerbate tree loss due to diseases and insects. There is always the possibility that a new invasive pest could impact the Minneapolis tree canopy. The pest that is currently on the watch list for the MPRB and Minnesota Department of Agriculture is the Asian Longhorned Beetle. 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 and Transportation: The urban forest is a key feature of high quality neighborhoods and streets. Protecting it through the removal of diseased and infested trees shows a commitment to neighborhood sustainability and quality.

Public Health: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All City geographies will be impacted by this program, because it is a city-wide urban forest initiative.
Minneapolis city demographics as a whole are:
-- 60.0% White
-- 37.3% Of Color, including 18.4% Black/African American alone, 5.2% AAPI alone, 0.9% American Indian/Alaskan Native alone
-- 9.9% Hispanic/Latinx
-- 21.0% speak a language other than English
-- 14.5% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The impact of Emerald Ash Borer has been seen throughout Minneapolis. Tree Inspectors from the Forestry Department have been condemning infested ash trees on private properties since 2013. Once condemned, property owners can choose to have MPRB contractually remove their tree and assess the costs to their property taxes. MPRB research shows that disadvantaged areas of Minneapolis are more likely to utilize this service that more affluent areas.

What data is available or missing? How can you obtain additional data?

MPRB has performed recent analysis of financial impacts on residents with lower wealth when they are assessed for tree removal. A financial mitigation program has implemented. Traditionally there had been an option of paying the assessment over a 5-year period. As a result of the analysis, 20- and 10-year assessment options were added to accompany the 5-year option. MPRB also participates in the Hennepin County Special Assessment deferment process that defers the payment of special assessments for qualifying property owners.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

In general, this work follows the INFORM level of engagement, with the engagement focus being on affected property owners.

After attending several listening sessions hosted by neighborhood residents in north Minneapolis, MPRB learned that residents did not fully understand how EAB kills ash trees, how quickly an infested ash tree can deteriorate into an unsafe condition, why MPRB condemns infested private ash trees, why the tree must be removed, how contractors are assigned to do the removal, and how costs are assessed to the property owner.

In recognition of this, MPRB hosted 4 public information sessions in north Minneapolis during April of 2023, improved and updated the MPRB website, and improved information and notifications that are provided to the property owners during the tree condemnation, removal, billing, and assessment processes. The assessment process also includes a public hearing before the Board prior to the levying of assessments.

Describe the engagement and what have you learned?

The 4 public information sessions helped the MPRB learn more about the needs of property owners. This resulted in the creation of a flow chart that helps explain the private tree removal process for Homestead properties, as well as updates to and better organization of the MPRB private tree removal web pages and the 20-year deferment option.

Another change was a requirement that tree removal companies examine every condemned tree in order to get more competitive bids for all removals that will be assessed against a homeowner's property taxes. Previously, only trees with difficult removal circumstances (called special bid trees) would get in-person inspections from companies bidding to remove them.

An important discovery was that assessments were having an inequitable impact on homestead property owners within disadvantaged communities. Because MPRB cannot pay for private tree removal, MPRB worked to receive more than $800,000 in donations from multiple private funders. These generous donations have offered relief to many impacted homeowners by offsetting costs to remove infested trees from private homesteaded properties in certain areas across Minneapolis from January 1, 2020, through the start of the federal grant program. This relief was provided to 401 households, paid off the remaining Hennepin County assessment, and fully refunded property owners for the amounts already paid.

Analysis
How does the outcome for this project help the city achieve racial equity?

The improvements to MPRB's program for mitigating tree pests ensures that private tree removal both protects the urban forest while working to lessen financial burden on those who may have difficulty paying assessments.

Additional Information

None



City of Minneapolis

PRKRP - Neighborhood Parks Rehabilitation Program

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: Varies by specific rehabilitation project
Ongoing Program: Y
Current Phase: Construction
Level of Need: Significant
Department Priority: 3 of 20

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $842,000 unspent

Total project cost (all years): $26,078,000

Project Location:

Address: Multiple sites throughout city
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park sites

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 have historically been 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

Beginning in 2024, and requested here in each year from 2026 through 2031, MPRB is establishing an 11th rehabilitation fund: Athletic Fields and Diamonds. Based on a comprehensive facility longevity analysis performed across asset type and geography, it was discovered that the athletic fields and diamonds asset class most significantly fails to be within its useful life. This matches community perspective on the low quality of fields and diamonds across the system. MPRB Commissioners have established a four-year Budget Action to increase the number of assets within their useful lives. Addressing fields and diamonds is critical to that goal.

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 of the now eleven rehabilitation categories 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 began with a focus on sidewalks and internal pedestrian paths within neighborhood parks, but will shift to other pavements such as courts and parking lots. MPRB has completed a comprehensive analysis of pavement condition for courts and parking lots and will strategically rehabilitate a certain number each year. Court condition is a consistent frustration for community members and MPRB is committed to providing safe and pleasant basketball, tennis, pickleball, bike polo, and other courts, as well as safe and accessible parking lots.

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).

Athletic Fields and Diamonds:
Softball/baseball diamonds and field sports areas for soccer, football, lacrosse, ultimate, and other team sports are consistently beyond their useful lives across the MPRB system. Rehabilitation funding will be used to upgrade field surfaces, reestablish high quality turf and aggregate, upgrade or provide vertical infrastructure like fences, backstops, goals, goalposts, and other sports needs, ensure good drainage, install irrigation where warranted, and make functional modifications designed to serve a variety of sports. The primary goal is to make significant enough renovations to fields and diamonds so thet they can be considered to be new amenities and therefore within their useful lives. This will certainly also enhance asset condition and play quality.

Project Visuals and Map

There is no visual provided for this program.

Project Funding and Cost Breakdown

PRKRP

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$290,000	$265,000	$220,000	$200,000	$200,000	$275,000	$200,000
391002 - Net Debt Bonds Issued	$4,070,000	$4,614,000	$4,109,000	$3,990,000	$4,015,000	$3,990,000	$4,000,000
REVENUES	**$4,360,000**	**$4,879,000**	**$4,329,000**	**$4,190,000**	**$4,215,000**	**$4,265,000**	**$4,200,000**
Expenses							
DANDPM - Design and Project Management	$872,000	$976,000	$866,000	$838,000	$843,000	$853,000	$840,000
CONSTC - Construction Costs	$3,314,000	$3,708,000	$3,290,000	$3,184,000	$3,203,000	$3,241,000	$3,192,000
GOVER - General Overhead	$174,000	$195,000	$173,000	$168,000	$169,000	$171,000	$168,000
EXPENSES	**$4,360,000**	**$4,879,000**	**$4,329,000**	**$4,190,000**	**$4,215,000**	**$4,265,000**	**$4,200,000**

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails), Vertical Infrastructure (recreational amenities), and Equipment (building systems)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the remaining lives of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be beyond the end of its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

As above, because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the overall quality of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be poor to very poor quality, or nonfunctional.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent roof patching, HVAC system repair, trail patching, and other “reactive” or emergency maintenance regimes.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

A variety of code requirements and industry standards apply to this work, depending on the target of rehabilitation. In general, assets slated for rehabilitation would be meeting older versions of standards but still performing sub-optimally.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. Essentially, in this context, this question amounts to a service level estimate for the entire Minneapolis park system. This is because any asset could benefit from rehabilitation funds, should its quality warrant it.

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:

Not applicable

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

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.

The sidewalks category upgrades deficient pedestrian and bicycle trails, ramps, and other 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.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project will reduce operating costs at rehabilitated parks throughout the park system.

What is the estimated annual operating cost increase or (decrease) for this project? The exact reduction is unknown, but savings will likely need to be shifted to other park properties.

Year that Operating Incr/(Decr) will take effect? Varies by specific implementations in individual parks.

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

Operating cost decreases have not been finally determined.

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:

MPRB has made significant strides in the past year to roll out rehabilitation projects in the park system, either as stand-alone efforts or as add-ons to larger capital projects. In addition, work has commenced on multiple upgrades to operational service centers, which has historically been a fund that has lagged behind others in terms of expenditures.

All funding through 2023 has been spent. In 2024, most categories have been fully spent, with several exceptions, as follows:
-- ADA Improvements: $437,000 unspent out of $750,000
-- HVAC: $14,000 unspent out of $300,000
-- Sidewalk/Pavement: $301,000 unspent out of $350,000
-- Athletic Fields and Diamonds: $192,000 unspent out of $200,000.

In all 76% of 2024 bonds have been spent already, with a total unspent of only $842,000.

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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: 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: 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: 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 this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: 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. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans 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 and Transportation: 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: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes rehabilitation and improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during long-range planning and capital project implementation.

Community Engagement
Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Rehabilitation projects use the INFORM level of community engagement.

Describe the engagement and what have you learned?

Rehabilitation projects do not involve two-way engagement with the community.

Analysis
How does the outcome for this project help the city achieve racial equity?

The NPP20 rehabilitation categories launched at the inception of NPP20 and are a fundamental aspect of the long-term agreement between MPRB and the City. MPRB considers equity metrics when selecting rehabilitation projects, to ensure fair distribution of funds throughout the city, but decisions are made primarily on the basis of asset condition and longevity. Therefore, the rehabilitation program does not specifically address racial equity, but consistent replacement of degraded assets across the system is critical for overall safety and operational needs.

Additional Information

The following chart documents requested allocations by rehabilitation category (from the 2025-2030 MPRB Neighborhood Park Capital Program). Note that rehabilitation funds are not affected by the additional investment in North Commons that is described elsewhere in MPRB's capital budget requests.

2026

ADA Improvements: $841,000 Net Debt Bonds
General Building Improvements: $607,000 Net Debt Bonds
Roofs: $602,000 Net Debt Bonds
HVAC Systems: $300,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $225,000 Net Debt Bonds
Neighborhood Park Amenities: $939,000 Net Debt Bonds
Athletic Fields and Diamonds: $300,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $265,000 Capital Levy

2027
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $507,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $450,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $758,000 Net Debt Bonds
Athletic Fields and Diamonds: $344,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $220,000 Capital Levy

2028
ADA Improvements: $775,000 Net Debt Bonds
General Building Improvements: $507,000 Net Debt Bonds
Roofs: $575,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $450,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $733,000 Net Debt Bonds
Athletic Fields and Diamonds: $300,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $200,000 Capital Levy

2029
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $500,000 Net Debt Bonds
Roofs: $575,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $450,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $740,000 Net Debt Bonds
Athletic Fields and Diamonds: $300,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $200,000 Capital Levy

2030
ADA Improvements: $775,000 Net Debt Bonds
General Building Improvements: $500,000 Net Debt Bonds
Roofs: $575,000 Net Debt Bonds

HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $450,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $740,000 Net Debt Bonds
Athletic Fields and Diamonds: $300,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $200,000 Capital Levy

2031
MPRB has not yet adopted a 2031 CIP year. For the purposes of this request, MPRB is assuming similar finding levels by category as in 2030:
ADA Improvements: $775,000 Net Debt Bonds
General Building Improvements: $500,000 Net Debt Bonds
Roofs: $575,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $450,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $740,000 Net Debt Bonds
Athletic Fields and Diamonds: $300,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $200,000 Capital Levy



City of Minneapolis

FIR11 - Fire Station No. 11

Project Details:

Project Start Date: 2015
Estimated Project Completion Date: 2030
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 2 of 2 for MFD
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: N/A
Prior year(s) funding amounts: $2,795,000
Total project cost (all years): $16,205,000

Project Location:

Address: 935 5th Avenue SE
City Sector: East
Neighborhood(s) Located: Marcy Holmes
Ward(s) Located: Ward 3
Description of Location: The proposed Fire Station is to be relocated to the current East Yards Water Maintenance Facility site.

Project Description

This project involves the planning, design, and construction of a new Fire Station No. 11 on City-owned property located at 935 5th Ave. S.E. The station will be designed to support three rotating shifts, accommodating a total of 33 personnel—comprising 21 firefighters, 6 captains, and 6 Fire Motor-Operators, with 11 staff per shift. The new facility will provide a functional, efficient, and sustainable living and working environment, meeting the City's sustainability standards.

Purpose and Justification

The existing Fire Station No. 11, located at 229 6th St. S.E. (a residential street) serves several Minneapolis neighborhoods—including East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como. The original two-story brick building constructed in 1925, spans approximately 16,500 square feet that includes a finished basement, two apparatus bays, and open dormitory-style living space for three rotating shifts of 24 firefighters and 6 captains, totaling 30 occupants.

Over time, however, the station's location and configuration have proven inadequate for modern fire department operations, making it difficult to meet the Minneapolis Fire Department's level of service expectations. The building is functionally deficient, failing to meet current building codes, energy standards, and ADA accessibility requirements. Additionally, increased staffing levels and issues related to the lack of privacy—especially in open sleeping areas—have heightened the demand for private accommodations.

Shifts in private development across Minneapolis, contributing to higher demand and street access, have further contributed to slower response times below acceptable levels in some of the neighborhoods that the existing station 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. Considering these challenges, rather than renovating the existing facility, long-term strategic planning has favored relocating the station to a nearby commercial corridor that will improve response times to the surrounding neighborhoods and growing industrial areas to the east.

The new Fire Station No. 11 is proposed to be located on City-owned property at 935 5th Ave. S.E. This property, the site of the Public Works East Yards Water Distribution and Maintenance Facility, is slated for relocation under Capital Improvement Plan (WTR43 Water Distribution Facility). Additionally, coordination with Minneapolis Public Works and Hennepin County will ensure optimized access onto E. Hennepin Ave., supporting both current and future operational needs of the Minneapolis Fire Department in this geographic area.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

FIR11

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$5,000,000	$4,205,000	$4,205,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$5,000,000**	**$4,205,000**	**$4,205,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$210,000	$160,000	$160,000
CONSTC - Construction Costs	$0	$0	$0	$0	$4,497,692	$3,783,269	$3,783,269
GOVER - General Overhead	$0	$0	$0	$0	$192,308	$161,731	$161,731
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$100,000	$100,000	$100,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$5,000,000**	**$4,205,000**	**$4,205,000**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project proposes design and construction of a MFD facility and has been proposed as a CBR since 2014/15.

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing Fire Station No. 11 building was constructed in 1925 and is considered functionally deficient. The intention is to relocate the facility to City owned property currently occupied by the Public Works East Yards Water Maintenance Facility. Upon relocation, the existing site would be put up for re-development. Based upon this plan, several facility maintenance items have been deferred.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The existing Fire Station No. 11 building was constructed in 1925 (100 years old). Typically, Fire Station facilities are constructed with an expected useful life of 50 to 75 years. The existing building has exceeded its useful life and is considered functionally deficient.

What is the expected useful life of the project/improvement?

A new facility would be designed and constructed with an expected useful life of 50 - 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The Fire Station No. 11 Project has been delayed, waiting for the relocation of the Public Works East Yards Water Maintenance Facility (WTR43) site at 935 5th Ave. S.E becoming available for this project. Based upon the age of the current facility annual maintenance costs would typically increase, and any significant maintenance items will continue to be deferred based upon the timeline for relocation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Fire Station maintenance and operations are funded by the MFD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the design process, Property Services will formally submit the Project into the City's Public Art Program.

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, multiple opportunities will be possible.

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 site is located on E. Hennepin Ave. Project design details will be determined in coordination with both Minneapolis Public Works and Hennepin County.

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

No, Minneapolis Public Works and Hennepin County manage E. Hennepin Ave. as a multi-modal roadway that includes enhanced bike and pedestrian 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.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

New Construction

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals

The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of each MFD station.

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2030/2031

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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:

The Fire Station No. 11 Project (FIR11) has been delayed, waiting for the relocation of the Public Works East Yards Water Distribution Facility (WTR43) site becoming available for this project.

The East Yards Water Distribution Facility was originally to be relocated to the Roof Depot site (28th and Hiawatha Ave. S.) as part of the Hiawatha Public Works Campus expansion. That site is no longer available. Public Works and Property Services are actively conducting a site search for a new Water facility with the intention of identifying a site by the end of 2025.

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

Based upon the timing of the East Yards Water Distribution Facility (WTR43), it is anticipated that Planning & Design for Fire Station No. 11 would begin in 2029, with site preparation and construction occurring in 2030 and project completion in 2031.

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:

For a Project of this size the funding allocation across two (2) to three (3) years is typical for both design and construction. Availability of existing East Yards Water Distribution Facility site still has a timeline that is not defined which could affect the overall funding plan.

Fire Station maintenance and operational costs are funded by the MFD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department. MFD budget will need to be increased to account for anticipated increases in maintenance and operating expenses.

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 incremental capital investments starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

University Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The University Community is 36.2% BIPOC.

White	29,647	61.6%
Of Color	17,394	36.2%
Black or African American alone	7,233	15.0%
American Indian and Alaskan Native alone	415	0.9%
Asian or Pacific Islander alone	5,922	12.3%
Other alone	297	0.6%
Two or more races alone	2,107	4.4%
Hispanic or Latino (of any race)	2,461	5.1%

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD as this project moves forward it will go through the planning approvals process

Describe the engagement and what have you learned?

n/a

Analysis

How does the outcome for this project help the city achieve racial equity?

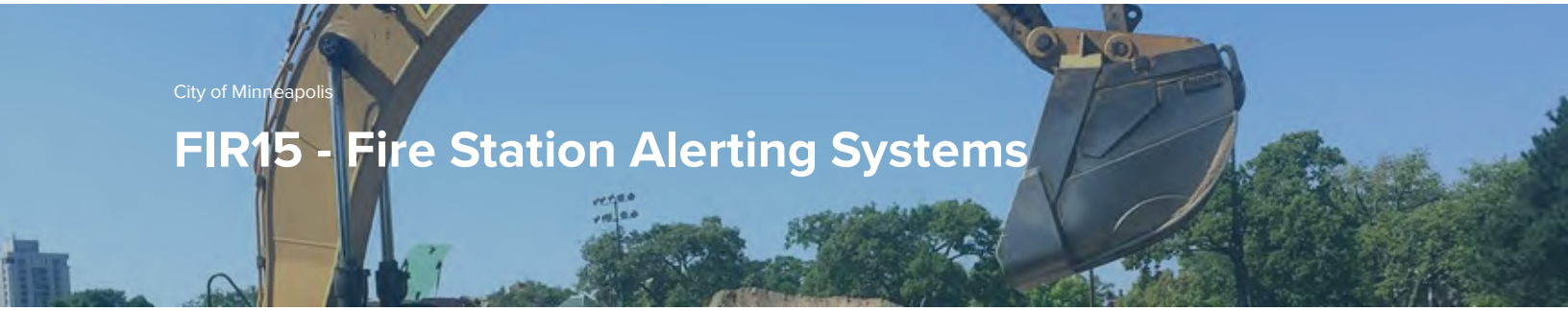
This project will improve the services provided to all City residents and businesses. Fire Station No. 11, in particular does contain the Hazardous materials specialty group.

Percentage MFD of Employees	
American Indian/Alaska Native	3.87%
Asian	4.73%
Black/African American	16.34%
Hispanic/Latino	5.81%

Native Hawaiian/Oth Pac Island	0.22%
Two or More Races	5.81%
White	63.23%

Additional Information

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.



FIR15 - Fire Station Alerting Systems

Project Details:

Project Start Date: 2025
Estimated Project Completion Date:2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 1 of 2 for MFD
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): $3,000,000

Project Location:

Address: All 19 Active Minneapolis Fire Stations
City Sector: All
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: This project will upgrade the alerting systems in all 19 fire stations located throughout the City of Minneapolis.

Project Description

This Project involves the planning, procurement, and installation of new Fire Station alerting systems in all 19 fire stations located throughout the City of Minneapolis.

Purpose and Justification

A Fire Station alerting system wakes up the station and notifies firefighters that they are being called to respond to an emergency.

The Fire Station alerting system currently utilized by the Minneapolis Fire Department (MFD) has been in service for over two (2) decades, is outdated and considered functionally obsolete. The existing alerting system requires a 911 call taker to obtain emergency information from a caller, then enter that information into the Computer Aided Dispatch (CAD) alerting system, which then transfers that information to a Fire Dispatcher. Once that information is received by the Fire Dispatcher, they are tasked with alerting the responding Fire Station and then manually dispatching the responding Fire apparatus by voice over the stations radio system.

Modern alerting systems offer significant improvements. These systems electronically transfer the emergency information directly from the CAD system to the responding Fire apparatus as soon as the 911 call taker enters the information, eliminating the need for manual dispatching. This improvement not only reduces response times dramatically – helping the MFD meet the NFPA 1710 response time standard of arriving on scene in 5 minutes or less for at least 90% of emergencies – but also improves outcomes for the residents and visitors of the City of Minneapolis.

Beyond improving response times, these systems also have the ability to improve firefighters' health and wellness by waking only those firefighters in a given Fire Station who are assigned to respond to an emergency. Additionally, studies of modern alerting systems have shown that these systems have a positive effect on heart health. The systems are designed to ramp up light and sound slowly so as to reduce the systemic shock to the cardiac system caused every time a firefighter is more suddenly awakened by the system currently in use.

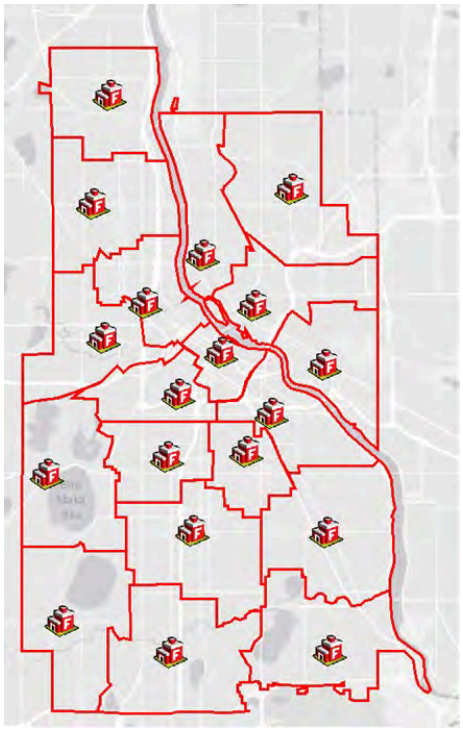
Finally, modern alerting systems also feature "visual information monitors" that help maintain situational awareness for firefighters who are not part of the response — a need that was identified in the Hilliard-Heintz Civil Unrest After Action Report.

Once funded, the plan for installation of the alerting systems is to complete the Fire Stations in tiers as follows:

- Tier 1: Installation at Fire Stations 1, 6, 14, and 17.
- Tier 2: Installation at Fire Stations 5, 7, 22, and 27.
- Tier 3: Installation at Fire Stations 4, 11, and 2.
- Tier 4: Installation at the remaining stations, including Fire Stations 12, 15, 16, 19, 20, 21, and 28.

By modernizing the Minneapolis Fire Department's (MFD) emergency response capabilities, the new alerting systems will automate dispatch notifications, reduce response times, enhance situational awareness and improve Firefighter health and wellness.

Project Visuals and Map



Project Funding and Cost Breakdown

FIR15

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$1,000,000	$1,000,000	$1,000,000	$0	$0	$0	$0
REVENUES	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$400,000	$100,000	$100,000	$0	$0	$0	$0
CONSTC - Construction Costs	$411,539	$861,538	$861,538	$0	$0	$0	$0
GOVER - General Overhead	$38,461	$38,462	$38,462	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$150,000	$0	$0	$0	$0	$0	$0
EXPENSES	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)/IT and Equipment

Is this request a new capital project or an existing project? Existing

This project has been proposed as a CBR since 2023.

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing alerting system is radio based, offers very little adjustability and is functionally obsolete. The new system will aid the Department in meeting compliance with NFPA 1710 response time parameters as well as improve outcomes in firefighter health and wellness according to numerous cardiac health and sleep quality health studies.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing station alerting system is functional but outdated.

What is the expected useful life of the project/improvement?

20 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Project delays would likely result in increased maintenance costs. Delayed response times as compared to the new system can also be expected. Health and wellness costs ie. Cardiac health and sleep deprivation, are difficult to quantify.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This project is a one-time purchase. There are no additional non-City funding sources currently attached to this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The system shall be compliant with the latest edition of the National Fire Protection Association (NFPA) Standard 1221 and 1710 as applicable. NFPA 1710 requires the first responding fire department apparatus to arrive at the scene within 5 minutes or less at least 90% of the time. Currently, according to data received from 911 dispatch's computer aided dispatch (CAD) system, the MFD first arriving apparatus arrives at the scene in 5 minutes or less 65% of the time. The overall average response time for the first arriving MFD apparatus on all calls (100%) according to the latest CAD data is 5 minutes and 23 seconds. The addition of this new technology, by virtue of removing the additional steps of transfer of the call to a Fire Dispatcher and dispatch of the run to the fire station by the Fire Dispatcher will eliminate 20 seconds from each response according to CAD data. 20 seconds does not sound like much but emergency responders work in seconds, not minutes or hours. Eliminating 20 seconds from the current overall average response time of 5:23 drops the overall average response time to 5:03. An average overall response time of 5:03 will allow the MFD to meet or exceed the NFPA 1710 standard of the first arriving apparatus arriving on scene in 5 minutes or less at least 90% of the time.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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 project currently does not have any partners.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Maintenance costs will be included in the vendor contract. Therefore, we anticipate no addition or creation of new operating or maintenance costs. Updated system will likely cost the same amount annually to maintain as the existing system does today. The City will have to maintain two systems for a while we are implementing the upgraded system and all Fire Stations are not yet updated.

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

$0 Neutral impact

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

2025

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

Total cost of the project includes procurement, installation, and maintenance of the system.

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:

IN/A

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

Design, bidding, procurement, installation. Project is scheduled to be completed over 3 years with the current Capital request.

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:

If funding is appropriated over 2 years, project can be completed on a shorter timeline.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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 system will provide faster response times and contribute to better health outcomes for employees.

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

New alerting system will provide for faster response times, allowing for better service in all Minneapolis 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. 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.

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 alerting system will benefit the City residents through a faster response time by reducing the time it takes to dispatch apparatus to the incident. Faster response times lead to improved and equitable access to safety services provided through better health and emergency mitigation outcomes.

Public Health

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The new alerting system would allow for more 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods in the City of Minneapolis.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

ISystem will be installed in all fire stations throughout the City of Minneapolis. Desired outcome will be neutral.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve the working conditions for all MFD staff at all 19 Fire Station locations.

Percentage of MFD Employees	
American Indian/Alaska Native	3.87%
Asian	4.73%
Black/African American	16.34%
Hispanic/Latino	5.81%
Native Hawaiian/Oth Pac Island	0.22%
Two or More Races	5.81%
White	63.23%

Additional Information

The investment into a modern station alerting system will provide benefits to the City of Minneapolis both internally and externally.

Faster response times – The residents and inhabitants of the City of Minneapolis will receive better service and outcomes due to a reduction in response times. The new automatic station alerting systems allow incident dispatches to be delivered to responding rigs in less than 1 second. The current system takes at least 20 seconds to perform the same step. This reduction in response time will allow the Minneapolis Fire Department to meet the NFPA 1710 response time standard of arrival at the scene in 5 minutes or less at least 90% of the time.

Increased situational awareness – The Hilliard-Heintz after action report on the civil unrest of 2020 recommended that the MFD improve its systems to allow for an increase in situational awareness. Modern systems provide visual and auditory peripherals throughout the fire stations so that responders are better informed when they arrive on scene or when monitoring for awareness.

Health and Wellness – Ramping tones, lights and zoned alerting notify only the crews assigned to the incident and are less jarring than the bells and alarms used in our current alerting system. Studies have shown the constant and repetitive jarring awake of firefighters has a negative effect on cardiac health. Zoned alerting has been shown to have a positive effect on cardiac health through better quality sleep.

Reliability and Redundancy – Reliability is maximized in these new alerting systems through NFPA 1221 compliant redundant alerting pathways combined with manual alerting. This enables the system to still run effectively even during communication failures.



City of Minneapolis

MPD05 - North Minneapolis Community Safety Center

Project Details:

Project Start Date: 2027
Estimated Project Completion Date: 2030
Ongoing Program: N0
Current Phase: Planning
Level of Need: Critical
Department Priority: 2 of 3 OCS/MPD
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website:
Prior year(s) funding amounts: $100,000
Total project cost (all years): $18,500,000

Project Location:

Address: Existing location 1925 Plymouth Ave. N.
City Sector: North Side Area
Neighborhood(s) Located: 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
Ward(s) Located: Wards 4, 5, and 7
Description of Location: TBD Renovation vs Re-location

Project Description

This Project will provide for the planning, design, and construction of a full renovation of the existing MPD 4th Precinct, or a new facility located on a site yet to be identified and acquired in North Minneapolis and be referred to as the North Minneapolis Community Safety Center.

Purpose and Justification

The existing MPD 4th Precinct located at 1925 Plymouth Ave. N., is a two-story building (with a finished basement) of approximately 28,540 square feet in size built in 1988. The Precinct serves the rapidly growing neighborhoods of North Minneapolis - a region that has experienced significant growth over the past five years and is poised for continued growth into the future.

The facility is functionally deficient and no longer meets current building code, energy code and ADA accessibility requirements. Mechanical, HVAC, and electrical systems have exceeded their expected life spans and are due for replacement or upgrades. The configuration of the existing facility was based upon MPD operations of the late 1980's and 90's and no longer functions adequately to serve today's MPD and Office of Community Safety (OCS) operational needs.

Prior to any consideration for relocation and a site search, it is the intention of Property Services and the Office of Community Safety to conduct a full "feasibility study" of the existing facility and site to determine if renovation is a viable option.

Operational and Space Constraints:

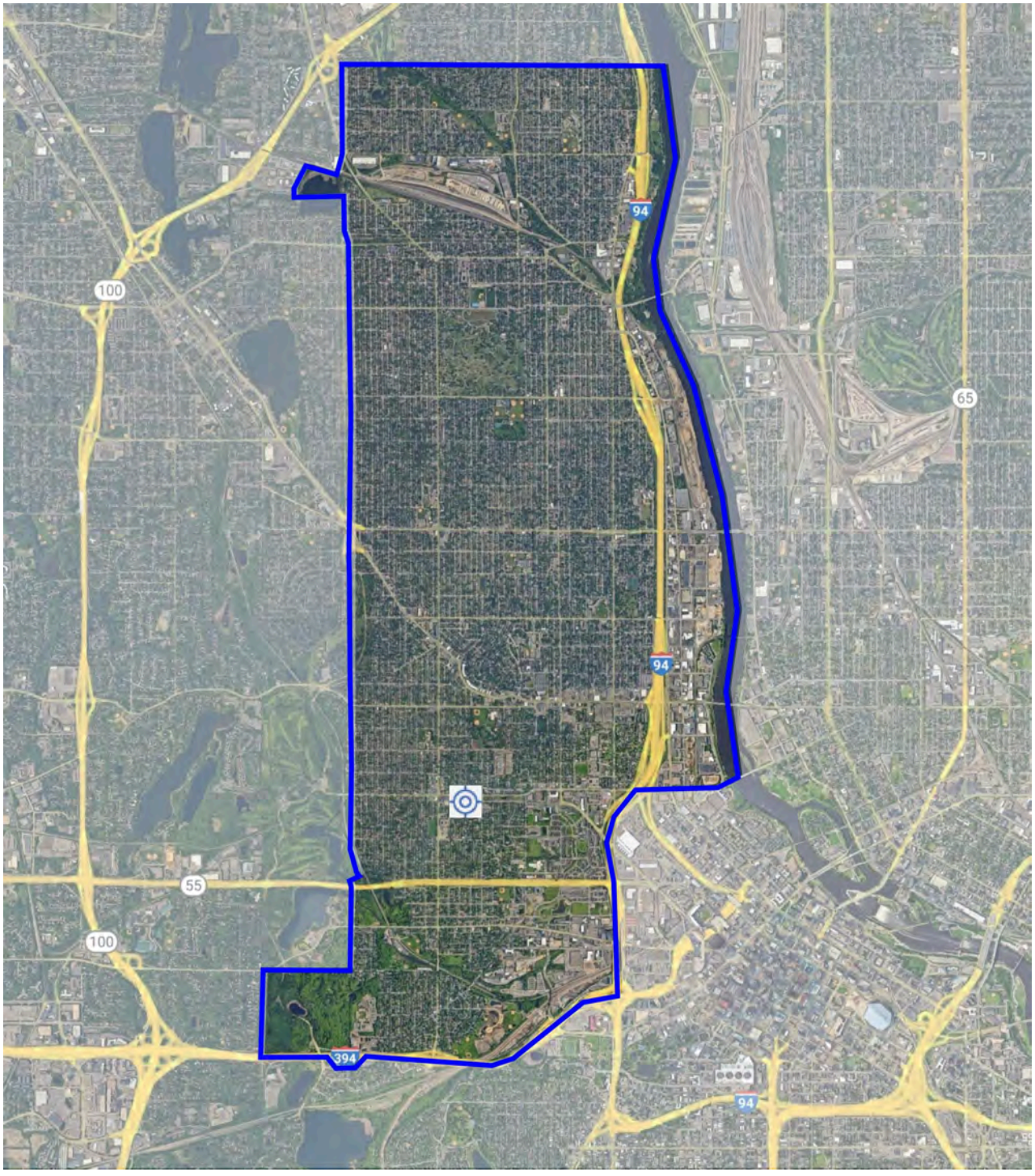
- Lack of dedicated areas for Crime Prevention Specialists and Navigators, which are currently housed together with Investigations.
- Insufficient meeting space near the front entrance for smaller or drop-in meetings, leaving community members without a welcoming alternative to formal interview rooms.
- A need for a more private and conveniently located Mother's Room near the locker area.
- Inadequate technology support, such as the lack of a dedicated camera or digital room for community safety monitors.
- An undersized roll call room that cannot accommodate additional staff or facilitate effective shift meetings and training.
- Locker rooms and cot rooms do not support the growing number of officers and their equipment assigned to the Precinct.
- The designated community room does not meet current spatial requirements.

Accessibility and Infrastructure Issues:

- The internal layout spans three floors without ADA ramps or an elevator, rendering the building inaccessible for staff and the public with mobility challenges.
- Access to the facility by the public and MPD staff is limited. The main entry to the facility (located mid-block on Plymouth Ave.) is not supported by on-street parking or drop-off spaces and does not have direct access to the visitor parking (located across the street), complicating entry for the elderly and those with mobility issues.
- The geographical location of the existing facility is not central to North Minneapolis and the neighborhoods it serves.

The new design will be flexible enough to accommodate future changes in technology and operational procedures. It will be planned to support multiple overlapping shifts for 129 officers and OCS services, with additional capacity for future growth, ensuring that the MPD and OCS remains responsive and efficient. In any relocation scenario, a centrally located facility would enhance access for both the public and MPD staff and also improve response times to the neighborhoods served in North Minneapolis.

Project Visuals and Map



Project Funding and Cost Breakdown

MPD05

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$500,000	$0	$4,000,000	$8,000,000	$5,900,000	$0
REVENUES	**$0**	**$500,000**	**$0**	**$4,000,000**	**$8,000,000**	**$5,900,000**	**$0**

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Expenses							
DANDPM - Design and Project Management	$0	$500,000	$0	$0	$0	$350,000	$0
CONSTC - Construction Costs	$0	$0	$0	$4,000,000	$8,000,000	$4,903,846	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$246,154	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$400,000	$0
EXPENSES	**$0**	**$500,000**	**$0**	**$4,000,000**	**$8,000,000**	**$5,900,000**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project proposes design and construction of a MPD facility and has been proposed as a CBR since 2021.

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing MPD 4th Precinct building was constructed in 1988 and is considered functionally deficient. The life of the building could be extended another 10 to 20 years with a major renovation.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing MPD 4th Precinct building was constructed in 1988 (37 years old). Typically, facilities of this type are constructed with an expected useful life of 50 to 75 years. However, the building is now functionally deficient and no longer functions adequately to serve today's MPD and Office of Community Safety (OCS) operational needs.

What is the expected useful life of the project/improvement?

A major renovation could extend the useful life of the existing building 10 to 20 years, while a new facility would be designed and constructed with an expected useful life of 50 - 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Based upon the age of the current facility annual maintenance costs would typically increase, and any significant maintenance items will be deferred based upon the timeline for renovation or relocation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Facility maintenance and operations are funded by the MPD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City intends to design a facility meeting the requirements and best practices determined in the recent MDHR Settlement agreement. The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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), OCS and MPD to identify and analyze potential sites.

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the design process, Property Services will formally submit the Project into the City's Public Art Program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes, if relocation is determined to be the option moving forward.

Describe the economic development impact of the project:

If relocation is determined to be the option moving forward, Property Services will coordinate with the Community Planning and Economic Development (CPED) Department to assist in the identification of appropriate private development opportunities for the existing facility site.

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.

Yes, the existing site is located on Plymouth Ave. Project design details will be determined in coordination with the Minneapolis Public Works Department.

Impacts of a relocated facility are yet to be determined.

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

TBD based upon location.

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 based upon location; but yes, new location would provide for multiple means of in/egress to enhance safety and response time.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

New Construction

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.

Renovation/Large Capital Upgrades

- Prioritizing sustainability during renovation and at the time of equipment replacement is key to driving continuous operational improvements across city facilities. Energy-efficient buildings reduce operational costs by lowering utility bills through optimized energy consumption. Transitioning off fossil fuels will help the city's progress towards achieving net zero greenhouse gas emissions by 2040 for all city operations.

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2030

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

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 bonds have been spent or sold at this time.

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

Prior to any consideration for relocation and a site search, it is the intention of Property Services and the Office of Community Safety to conduct a full "feasibility study" of the existing facility and site to determine if renovation is a viable option.

If relocation is identified as the preferred option then, a site will be identified, vetted and acquired by the city within two-three years. A new facility will be designed and built within the following two years; at which time the existing property will be transferred 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:

The City will hire an outside consultant who has experience with police station construction and will utilize their market data expertise to update project estimates.

The Project does not include any property acquisition costs, as a new location has not yet been identified. For a Project of this size a funding allocation across two (2) to three (3) years is typical for both design and construction.

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

Facility maintenance and operational costs are funded by the MPD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department. MPD budget will need to be increased to account for anticipated increases in maintenance and operating expenses.

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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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.

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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Community and Camden Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North community is 77.1% BIPOC		
White	7,274	20.2%
Of Color	27,689	77.1%
Black or African American alone	17,761	49.4%
American Indian and Alaskan Native alone	640	1.8%
Asian or Pacific Islander alone	4,054	11.3%
Other alone	suppressed	
Two or more races alone	2,282	6.4%
Hispanic or Latino (of any race)	3,823	10.6%

The Camden Community is 61.1% BIPOC		
White	11,935	36.6%
Of Color	19,902	61.1%
Black or African American alone	10,281	31.6%
American Indian and Alaskan Native alone	373	1.1%
Asian or Pacific Islander alone	4,408	13.5%
Other alone	suppressed	
Two or more races alone	1,756	5.4%
Hispanic or Latino (of any race)	3,679	11.3%

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

Nothing has started at this time.

Analysis

How does the outcome for this project help the city achieve racial equity?

To be determined as this project will help to better serve the community and provide a better working environment for MPD and CS staff

Additional Information

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



City of Minneapolis

MPD07 - Police Facilities Improvements

Project Details:

Project Start Date: 2025
Estimated Project Completion Date: 2027
Ongoing Program: Yes
Current Phase: Planning
Level of Need: Critical
Department Priority: 3 of 3 OCS/MPD
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website:
Prior year(s) funding amounts: $3,000,000
Total project cost (all years): $7,500,000

Project Location:

Address: Multiple Facilities
City Sector: All
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Multiple facilities across the City

Project Description

This project involves the planning, design, and implementation of physical improvements to City of Minneapolis owned and operated Police facilities. These improvements are based on needs identified in late 2023 and early 2024 from multiple reports, assessments, and audits related to training, facilities, equipment, and support.

Purpose and Justification

This initiative stems from a court-ordered settlement agreement with the Minnesota Department of Human Resources (MDHR) approved by the City of Minneapolis in March 2023, and subsequent Consent Decree approved by City Council in January 2025. The settlement agreement required a comprehensive evaluation of the Minneapolis Police Department (MPD) facilities, equipment, and support systems. The resulting "Equipment, Technology, and Facilities Response Plan", conducted by the independent consulting firms of Wold Architects and McKinstry Engineers, highlighted significant facility deficiencies that are required to be addressed in order to align with the Settlement Agreement and to create a safer, more efficient, and legally compliant law enforcement environment.

The "Equipment, Technology, and Facilities Response Plan" focused on the following key areas:

- Health and safety concerns in MPD facilities
- Building security to protect against common external threats
- Operational functionality and efficiency of existing spaces
- Employee morale and workplace conditions
- Immediate fixes for urgent deficiencies
- Long-term solutions, including facility replacement or expansion

The Response Plan includes specific facility-by-facility recommendations, outlining priority levels, cost estimates, and implementation timelines. The City of Minneapolis has categorized improvements based on urgency and feasibility, with many projects already in progress. Some of the key facility updates include:

- **Precinct 5**: Install a new roof system to replace the existing Kal-wall skylight system in lower-level breakroom, roll call, and fitness spaces.
- **Lowery Evidence Warehouse**: Interior renovations to officer intake spaces to install secure refrigerated lockers and drying spaces, reducing the chain of custody risks.
- **Forensic Garage**: Interior renovation and addition to existing vehicle processing facility including new processing bays, new decontamination space with washer/dryer, epoxy flooring and painted walls in the existing bays, a new lobby and waiting space, separate office with room for two workstations, a breakroom, and a new indoor storage space for processed and in-process vehicles.
- **Haaf Ramp**: Provide a new secure bunker for MPD evidence only at Bomb Squad Range.
- **Kennel K9**: Complete a building renovation and addition to provide larger locker rooms, report writing spaces separated from the breakroom, a mother's room, a wellness space, adequate storage for dog food and supplies, and proper narcotic storage space.

Moving forward, a structured evaluation plan will guide ongoing improvements, with Property Services and MPD leadership working alongside a recently appointed independent evaluator. This process will involve continued data analysis, community engagement, and officer feedback to ensure the City's compliance with the settlement agreement and best practices for law enforcement facilities. By implementing these changes, the City of Minneapolis is committed to creating safer, more functional, and sustainable MPD facilities, ensuring compliance with legal mandates while fostering a supportive work environment for officers and staff.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

MPD07

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$3,000,000	$2,500,000	$2,000,000	$0	$0	$0	$0
REVENUES	**$3,000,000**	**$2,500,000**	**$2,000,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$3,000,000	$2,500,000	$2,000,000	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$3,000,000**	**$2,500,000**	**$2,000,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities) and Equipment

Is this request a new capital project or an existing project? Existing.

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing life of assets varies depending on facility and this project focuses on replacing items that are inadequate, not accommodated for or already obsolete.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Facility assessments were completed in late 2023 and early 2024 and the results have been compiled to determine priorities for facilities improvements. These improvements will be based upon industry best practices and standardizing elements of facilities.

What is the expected useful life of the project/improvement?

In most cases these projects are tied to the life cycles of equipment and scheduled replacement year. Approximately 10 – 20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The cost is more accurately calculated in terms of unmet programmatic needs or necessary improvements, so it is difficult to put a dollar amount to that end.
Based upon the age of the facility annual maintenance costs would typically increase, and any significant maintenance items would be deferred.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Facility maintenance and operations are funded by the MFD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City will address facility deficiencies that are required in order to align with the MDHR Settlement Agreement and to create a safer, more efficient, and legally compliant law enforcement environment.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2 (due to MDHR Settlement Agreement compliance)

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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. Various projects could qualify for utility rebates for energy efficient mechanical and electrical components.

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

The City is partnering with the Minnesota Department of Human Rights on this project to ensure compliance with the settlement agreement.

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

These facility improvements will positively impact working conditions and effect the overall operating cost.

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.
- Prioritizing sustainability during renovation and at the time of equipment replacement is key to driving continuous operational improvements across city facilities. Energy-efficient buildings reduce operational costs by lowering utility bills through optimized energy consumption. Transitioning off fossil fuels will help the city's progress towards achieving net zero greenhouse gas emissions by 2040 for all city operations.

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

Modernizing operating equipment will lead to more efficient operations.

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

2025

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

TBD based on the scope of the improvement projects.

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:

"Equipment, Technology, and Facilities Response Plan", developed as a result of the MDHR Settlement Agreement, prioritizes projects and scopes and will be utilized as a work plan for all proposed improvements.

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:

Allocated funding will be utilized to fill the highest need projects for the year based on the assessment and settlement agreement. Adjustment in funding will change the amount and scope of facility improvement made in any given year.

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

Facility maintenance and operational costs are funded by the MPD as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department. MPD budget will need to be increased to account for anticipated increases in maintenance and operating expenses.

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:

To be determined as this project gains further definition.

Minneapolis City Goals

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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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This Project will affect all Minneapolis Communities. This project will make improvements at all MPD facilities and improved workplace conditions for all City Employees and visitors.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

In August and September of 2023, the City held sessions to gather feedback on policy changes. Our aim was to have a dialogue with the diverse communities we serve.

The City of Minneapolis held nine community engagement sessions and five culturally-specific sessions. DeYoung Consulting were the facilitators and notetakers for these sessions. They encouraged conversations and documented community thoughts and opinions.

The City also held officer engagement sessions throughout MPD. They were led by Implementation Unit staff. The staff collected sworn thoughts and opinions.

Describe the engagement and what have you learned?

This comprehensive examination of the community feedback sessions underscores the critical need and resounding call from community members for improving law enforcement within Minneapolis. The profound messages and powerful stories from members paint a vivid picture of lived experiences of individuals' interactions with the Department, which can serve as a catalyst to improve. These pieces of feedback will allow the Department to craft policy that is both effective and responsive to the community needs.

However, it doesn't end there. The community is demanding heightened accountability of officers, which is a fundamental building block in earning the community's trust. The Department must provide multiple avenues for accountability and provide that information to community members in full transparency. Officer training will be a critical investment, not something that can be ignored, toward fostering a more empathetic and culturally sensitive approach within the Minneapolis Police Department.

Equally crucial is finding ways to bridge the divide between officers and the individuals they serve through increased engagement. Forging and constantly cultivating these relationships is a mandate from the community, and one that can provide an opportunity to not only enhance trust but improve community safety. Equally important is the communication of actions taken by the Department and the status of public safety in Minneapolis so the community can be educated on the resources available, and progress made during this process.

The insights gleaned from these sessions will not merely be catalogued and placed on the shelf but will be a compass guiding the Department toward a future where collaboration, understanding, and collective action will form a bedrock of a safer, more equitable Minneapolis. As the Department continues to improve, we continue to ask for your support, patience, and trust as we navigate this together.

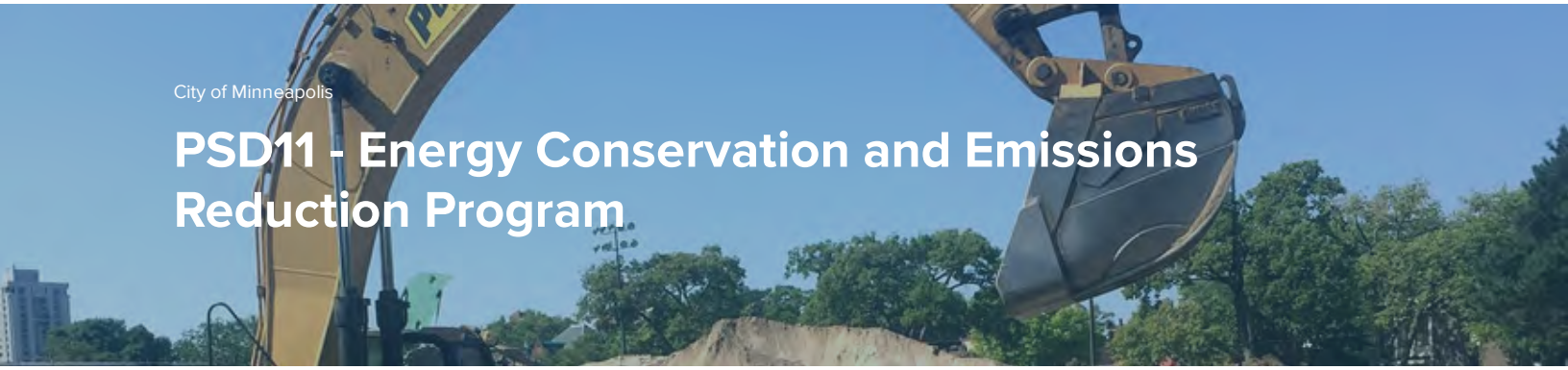
Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve facility conditions at all MPD Facilities, to include enhanced work environments for employees and service approachability for the visiting public.

Additional Information

While each of our OCS facilities are as unique as the communities they are located in, it is necessary to take steps for standardization. Establishing common elements will ensure workplace needs are met for staff along with similar expectations for the visiting public. Making facility improvements that implement best practices and standards will result in better common experiences for staff across the OCS facility portfolio. This increases operational efficiencies and effectiveness.



PSD11 - Energy Conservation and Emissions Reduction Program

Project Details:

Project Start Date: 2027
Estimated Project Completion Date: 2031
Ongoing Program: Y
Current Phase: Planning
Level of Need: Significant
Department Priority: 1 of 2 FPS Program
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: N/A
Prior year(s) funding amounts: $0
Total project cost (all years): $10,500,000

Project Location:

Address: Multiple
City Sector: All
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: The City Owns and Operates 61 Facilites

Project Description

Through the 2023 Climate Equity Plan, the City of Minneapolis committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

This project proposes an ongoing program to accelerate progress on the City's sustainability goals. The program intends to provide up-front capital investment for energy conservation and emissions reduction projects. Examples of projects that could be pursued through this program include: replacing fossil fuel based equipment with efficient heat pump and/or geothermal systems, implementation and upgrades of building automation systems to control HVAC equipment more efficiently, upgraded LED lighting and control systems, insulation and weatherization, and energy conservation training for operations staff.

Purpose and Justification

The City of Minneapolis owns and operates 61 facilities covering 2,000 electrical accounts, 100 natural gas accounts, and 5 steam/chilled water accounts with an annual utility cost between $14-16 million. Since a 2008 baseline, the city has reduced the overall energy consumption of city facilities by 19% despite a growing building

portfolio. This was achieved through a focus on energy conservation measures that were easily implemented, have a quick payback, and offered a high return on investment.

While the City has made notable progress, the goal to achieve net zero greenhouse gas emissions by 2040 for all city operations will require increased focus and capital investment. Prioritizing sustainability during new construction, or renovation, and at the time of equipment preplacement is a key to driving continuous operational improvements and mitigating the impacts of rising energy costs.

Energy efficiency and emission reduction projects are incorporated into capital project scopes or as part of asset preservation fund work. However, historically these projects have competed with projects addressing functional needs and have been deprioritized based on cost. A capital program directly assigned to energy conservation and emissions reduction projects would ensure these projects can move forward.

By investing in an energy efficiency and emissions reduction program the city accomplishes:

- Offsetting rising utility costs with energy-saving projects, keeping annual utility spending consistent.
- Prioritizing projects focused on electrification and transitioning off fossil fuels.
- Continued participation in Xcel's Renewable Connect Program which provides city facilities with 100% renewable electricity
- Improving indoor air quality and occupant comfort
- Improved operational efficiency across building portfolio, reducing overall energy/carbon intensity.

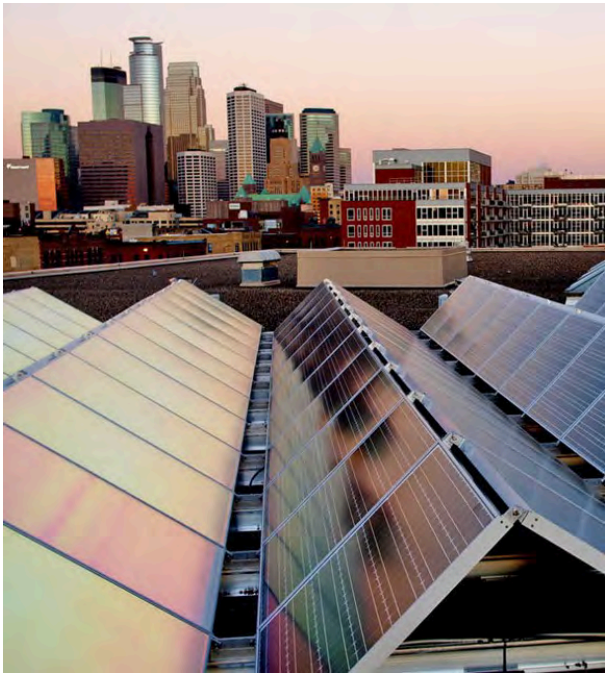
Over the last year, Finance & Property Services has conducted a half dozen energy audits in cooperation with Xcel Energy and CenterPoint Energy and has identified a series of key initiatives to pursue, including:

1. Replacement of existing natural gas boiler systems with electrified systems (including geothermal).
2. Replacement of existing natural gas fired rooftop units with heat pump models.
3. Replace existing lighting with LED lighting and networked lighting controls.
4. Building automation upgrades to bring city facilities in alignment with ASHRAE 36 guidelines.
5. Compressed air studies and retrofits.
6. Analyze the feasibility of on-site solar installation for all new construction or substantial remodels.

Property Services is currently working with the Health Department's SHEE Division - Sustainability Team to develop a Building Decarbonization Roadmap. This Roadmap will provide a methodology for building-level prioritization for energy efficiency and emission reduction projects by looking at the building's hold strategy, timeline for upcoming capital projects, available financing, and functional needs. The Roadmap would aim to identify near-term projects that would be implemented over the next 5-10 years and projects that should be included in the Capital Budget Request process. This roadmap would serve as a tool that could be updated annually and would be integrated into the broader capital planning process that public works is developing.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD11

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
391002 - Net Debt Bonds Issued	$1,500,000	$1,500,000	$1,500,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**
Expenses						
DANDPM - Design and Project Management	$150,000	$150,000	$150,000	$200,000	$200,000	$200,000
CONSTC - Construction Costs	$1,292,250	$1,292,250	$1,292,250	$1,723,000	$1,723,000	$1,723,000
GOVER - General Overhead	$57,750	$57,750	$57,750	$77,000	$77,000	$77,000
EXPENSES	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

The City of Minneapolis owns and operates 61 facilities of various ages and conditions.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis owns and operates 61 facilities of various ages and conditions.

What is the expected useful life of the project/improvement?

Varies based on the nature of the improvement, but typical mechanical systems should last more than 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The City has established a goal to achieve net zero greenhouse gas emissions by 2040 for all city operations, the purpose of this project is to assist in the achievement of the goal.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Working in cooperation with various partners (Xcel Energy, CenterPoint Energy, NRG) the City performs a variety of facility audits, energy systems analysis, and other studies to develop a program of potential projects. These Projects are then prioritized within a departmental functional work plan which forms the basis of the annual Capital Improvement Program. Through the implementation of this ongoing program, the city, working with Xcel Energy and CenterPoint Energy will qualify for incentives, and utility rebates for energy efficient mechanical and electrical components.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

NA

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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.

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

Finance & Property Services collaborates with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives. Through the implementation of this ongoing program, the city, working with Xcel Energy and CenterPoint Energy will qualify for incentives, and utility rebates for energy efficient mechanical and electrical components.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

NA

Economic Development

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

Describe the economic development impact of the project:

NA

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

NA

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.

NA

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

NA

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

For new construction, prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.

On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.

Prioritizing sustainability during renovation and at the time of equipment replacement is key to driving continuous operational improvements across city facilities. Energy-efficient buildings reduce operational costs by lowering utility bills through optimized energy consumption. The projects identified through this program will help reduce energy costs. Transitioning off fossil fuels will help the city's progress towards achieving net zero greenhouse gas emissions by 2040 for all city operations.

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

Operational costs vary by facility and project implementation.

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

2027

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

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 is a new ongoing program planned to begin in 2027.

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

The City of Minneapolis owns and operates 61 facilities of various ages and conditions. Typical projects scheduled in each year of the program moving forward would be expected to be completed within that calendar 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:

The proposed funding in each year of the program is based upon existing capacity to manage and complete the projects scheduled for that year.

Operational costs vary by facility and project implementation.
Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

Facility maintenance and operational costs are funded by the Department occupant as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department. Department budgets will need to be increased to account for anticipated increases in maintenance and operating expenses.

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

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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.
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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities. Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity

of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods in the City of Minneapolis

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The City of Minneapolis owns and operates 61 facilities located across the entire City, desired outcomes will be neutral.

What data is available or missing? How can you obtain additional data?

NA

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

NA

Describe the engagement and what have you learned?

NA

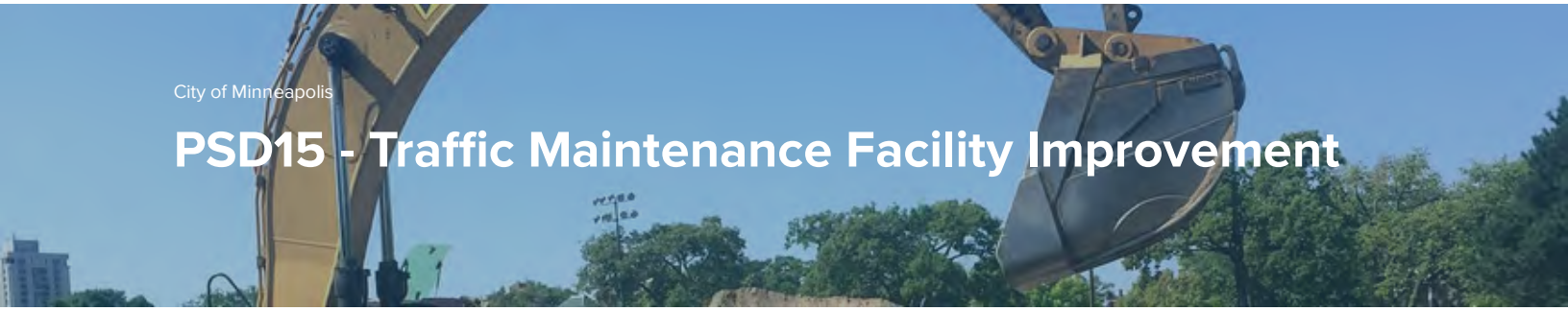
Analysis

How does the outcome for this project help the city achieve racial equity?

NA

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers 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: 2025
Estimated Project Completion Date: 2027
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 4 of 5
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: $200,000
Total project cost (all years): $4,200,000

Project Location:

Address: 300 Border Ave
City Sector: Downtown
Neighborhood(s) Located: North Loop
Ward(s) Located: Ward 5
Description of Location:
East of the Minneapolis Farmers Market, along Border Avenue

Project Description

This project involves a renovation and upgrade of essential systems and infrastructure of the Public Works Traffic Maintenace Facility located at 300 Border Ave. Improvements include replacing the heating, ventilation, and air conditioning (HVAC) systems, ceilings, lighting, electrical distribution, life-safety systems, and roofing, as well as addressing code compliance and ADA deficiencies.

Purpose and Justification

The Traffic Maintenance Facility located at 300 Border Ave. is a vital component of the city's infrastructure, supporting the work of the Department of Public Works, Traffic and Parking Services Division in order to provide a safe and efficient transportation network throughout Minneapolis. Traffic Management and Maintenance staff based at the facility are responsible for installation and maintenance of street lighting and traffic signal systems, traffic markings, signage, and overall traffic management strategies. The facility also houses an advanced traffic monitoring and management system, a multi-million-dollar investment designed to optimize traffic flow and enhance roadway safety.

Spanning approximately 63,700 square feet across two levels, the facility is divided into key functional areas: 20,000 square feet for vehicular storage, 22,000 square feet for shop and repair operations, 11,000 square feet for parts storage and inventory, and the remaining space allocated for offices and meeting rooms. Built in two phases—first in 1961 and later expanded in 1970—the facility has served the city for decades.

However, its aging infrastructure now presents significant challenges. Many of the building's systems are original to their respective construction periods and have long exceeded their intended lifespan. These outdated

systems are not only energy-inefficient but also difficult to maintain, as replacement parts are increasingly scarce. As a result, the facility faces rising maintenance costs, operational inefficiencies, and potential service disruptions, highlighting the urgent need for modernization

Project Visuals and Map



Project Funding and Cost Breakdown

PSD15

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$200,000	$2,000,000	$2,000,000	$0	$0	$0	$0
REVENUES	**$200,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$100,000	$75,000	$50,000	$0	$0	$0	$0
CONSTC - Construction Costs	$92,308	$1,798,077	$1,848,077	$0	$0	$0	$0
GOVER - General Overhead	$7,692	$76,923	$76,923	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$50,000	$25,000	$0	$0	$0	$0
EXPENSES	**$200,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project has been proposed as a CBR since 2013 and is in Phase II of implementation. Phase I, involving a complete interior renovation, was completed in 2015.

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of

If the project is an existing asset, what is the observed remaining life of the asset?

Approximately 30 years or more.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The original building was constructed in 1961 and the North addition in 1970. The original systems are at or beyond their expected life. Typically, facilities of this type are constructed with an expected useful life of 50 to 75 years. The existing building is functional however many of the building's systems are original to their respective construction periods and have long exceeded their intended lifespan.

What is the expected useful life of the project/improvement?

The replacement of critical building systems would be expected to match the anticipated remaining life span of the existing facility, approximately 30 years or more.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

There will be ongoing and additional repair/maintenance costs to existing equipment. Based upon the age of the current facility annual maintenance costs would typically increase, and any significant maintenance items would be deferred.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Public Works facility maintenance and operation costs are funded by the Public Works Department as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The facility improvements will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None at this time.

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

Grants or other non-City funding has not been secured for this project. This project will qualify for rebates and incentives from Xcel and CenterPoint Energy.

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

This project will partner with the City of Minneapolis Health Department – Sustainability Division and Facility improvements to mechanical and electrical systems will likely be eligible for utility rebates and those rebates will be pursued during the design and construction phases of the project.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N?A

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 LRT 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 as this is an existig facility and site.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high- performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.

On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals

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

See description below.

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

2027 after renovation is completed.

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. The systems are more energy efficient (approximately 30%) and also bring more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. 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.

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, no bonds have been sold.

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 2025 with final completion planned for spring of 2027.

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.

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

Annual operating budget will be adjusted accordingly

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.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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.
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. Property Services 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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

Built Environment and 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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central community is 31.9% BIPOC.

White	24,656	65.0%
Of Color	12,115	31.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)	2,645	7.0%

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?
N/A

Analysis

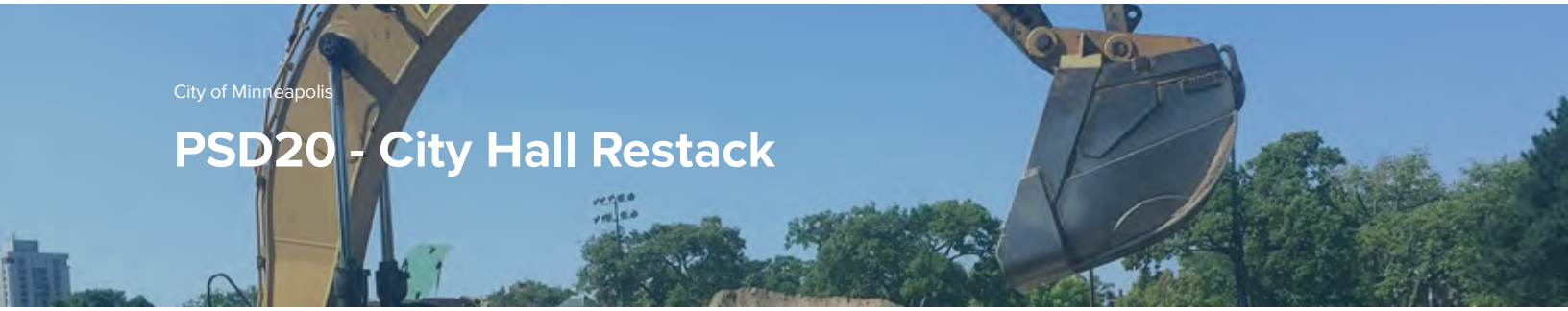
How does the outcome for this project help the city achieve racial equity?

This project will improve working conditions for all Public Works staff working at the 300 Border Facility

Additional Information

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 US Bank Stadium). There may be redevelopment potential in this area related to LRT development ultimately, 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 the potential for exterior and site improvements that will be compatible with new Development.



City of Minneapolis

PSD20 - City Hall Restack

Project Details:

Project Start Date:2018
Estimated Project Completion Date: 2026
Ongoing Program: No
Current Phase: Construction
Level of Need: Critical
Department Priority: 3 of 5
Submitting Agency: Finance & Property Services
Contact Person: Barbara O'Brien/Raymond Dehn
Contact Phone Number: 612-673-3787
Contact Email: barbara.obrien@minneapolismn.gov
Website:
Prior year(s) funding amounts: $140,672,000
Total project cost (all years): $145,572,000

Project Location:

Address: 350 South 5th Street
City Sector: Downtown
Neighborhood(s) Located: Downtown West
Ward(s) Located: Ward 7
Description of Location: City Hall Building

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.

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. Other leased office space is scattered around downtown. Businesses and residents looking for City services often need to visit several locations to meet with staff from various departments. This is neither a welcoming nor efficient environment.

City Hall renovations are 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 Finance and the Chief Operations Officer and Public Service Department will have a more cohesive space to better serve the enterprise.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD20

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391001 - Bonds Issued	$3,900,000	$1,000,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391004 - Other Bonds Issued	$0	$0	$0	$0	$0	$0	$0
395000 - Use Of Fund Balance	$0	$0	$0	$0	$0	$0	$0
395600 - Parking Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$3,900,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$415,000	$0	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$2,113,000	$961,538	$0	$0	$0	$0	$0
GOVER - General Overhead	$150,000	$38,462	$0	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$1,222,000	$0	$0	$0	$0	$0	$0
EXPENSES	**$3,900,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

50 year plus

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The MBC is charged with the Care and Control of the City Hall Building.

What is the expected useful life of the project/improvement?

20 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The Project is in its last year of construction and implementation with all funding tied to contractual obligations to the MBC, consultants, and contractors.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City and Hennepin County both pay operating cost of City Hall.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Updating of Electrical and HVAC systems that have reached or exceeded their current useful life.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants have been applied for 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:

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

The budget includes $280,000 for public art projects in the public spaces of the City Hall Building renovation.

Economic Development

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

Describe the economic development impact of the project:

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

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.

The City Hall is adjacent to the Government Center Plaza LRT station, buss lane and bikeways.

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

Nothing further will be built at this time.

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 further exterior construction as part of the remaining project scope.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The City Hall Portion of the project should maintain existing cost.

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

$0

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

Ongoing

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

N/A for remaining City Hall renovation (separate Life Safety projects improve occupant conditions and utility efficiencies).

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

The operating costs of the City Hall renovation 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:

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:

The City Hall renovations' first phase is complete, concurrent with MBC's Life Safety 18 and 19 projects, with phases 1&2 nearing completion of construction and 3 in the design stage.

The first phase relocates HR and the Assessor from the Public Service Center and City of Lakes 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 City Hall renovations started construction in early 2021 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 update City Hall work environments and to bring the City Hall office space to a similar condition as the new Public Office Building. Ultimately it free up the Public Service Center/City of Lakes block for development. work is needed to free up the Public Service Center/City of Lakes block for development.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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.

Public Safety:
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
City Hall renovations will improve working conditions for staff and access for the public.

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

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 new building and renovation in City Hall.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central Community is 31.9% BIPOC.

White	24,656	65.0%
Of Color	12,115	31.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)		

What data is available or missing? How can you obtain additional data?

Data has been provided with information on the residents, households, and workforce that make up Central Community. This allows us to understand who makes up the community as well as the quality of life.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A This project is being pursued for better working environments and better experience for visitors and guest to City Hall.

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

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



City of Minneapolis

PSD21 - Public Works Training & Recruitment Center

Project Details:

Project Start Date: 2028
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Desirable
Department Priority: 5 of 5
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: $2,456,000
Total project cost (all years): $8,728,000

Project Location:

Address: TBD
City Sector: TBD
Neighborhood(s) Located: TBD
Ward(s) Located: TBD
Description of Location: The facility location is yet to be determined.

Project Description

This project proposes the design and construction of a Training and Recruitment Center for the Public Works Field Operations trades groups.

The Public Works Training & Recruitment Center aims to support the recruitment, training, and career development of employees within the Public Works sector of the City of Minneapolis. The Center will provide essential training facilities to address workforce shortages, enhance staff diversity, and improve operational efficiency. Originally planned for the Hiawatha Maintenance Facility Campus, this project is now in need of a new site to ensure its successful implementation.

The Center will serve as a dedicated space for workforce development, offering hands-on technical training, classroom instruction, and career readiness programs. The facility will support both new hires and current employees by providing structured training in various public works trades, including construction, equipment operation, maintenance, and safety compliance. Additionally, the center will serve as a recruitment hub, engaging the local community and encouraging participation from diverse populations. Planned facility components include:

- Classrooms equipped for technical and career development instruction.
- A multi-purpose shop area for hands-on training in trades such as electrical, plumbing, and equipment maintenance.
- A large vehicle bay for maintenance and inspection training of heavy equipment.
- A ‘sandbox’ training space for excavation, concrete work, and equipment operation simulations.
- Dedicated areas for confined space training, safety certification courses, and industry partnerships.

This facility will be a cornerstone of the City's ongoing efforts to develop a skilled, diverse, and well-prepared workforce, ensuring the continued efficient operation of essential public services.

Purpose and Justification

The Public Works Training & Recruitment Center is a response to the increasing demand for skilled labor within the City of Minneapolis Public Works Department. With a significant portion of the workforce nearing retirement and a growing need for specialized training, the center will play a vital role in ensuring that the city has a steady pipeline of qualified workers.

Key Justifications:

- **Workforce Shortages & Recruitment**: Public Works is experiencing a growing shortage of trained employees. The center will enhance recruitment efforts, particularly targeting local and underrepresented communities.
- **Diversity & Inclusion**: While Public Works has made strides in hiring a diverse workforce, more must be done to increase representation. This facility will focus on outreach and recruitment in diverse neighborhoods.
- **Skills Development & Career Advancement**: Providing structured training programs will equip employees with essential skills, leading to career advancement and increased retention within Public Works.
- **Operational Efficiency & Safety Compliance**: On-site training will ensure that employees meet OSHA requirements, reduce workplace injuries, and enhance service delivery efficiency.
- **Community Engagement & Partnerships**: The center will foster collaboration with local labor unions, trade organizations, educational institutions, and community partners to create meaningful employment opportunities.

Originally planned to be included with the Hiawatha Maintenance Facility Campus Expansion at the Roof Depot site, this project is now in need of a new site to ensure its successful implementation. Original funding requests for this project were directly tied to the schedule for the Hiawatha Maintenance Facility Campus Expansion, consequently the funding schedule has been adjusted with the change in project scope. The City of Minneapolis remains committed to this project and is actively seeking a suitable new site for the facility to ensure the long-term success of its workforce development initiatives

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD21

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$6,272,000
391003 - Enterprise Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391004 - Other Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391005 - Special Assessment Bonds Issued	$0	$0	$0	$0	$0	$0	$0
395000 - Use Of Fund Balance	$0	$0	$0	$0	$0	$0	$0
395600 - Parking Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,272,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$650,000
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$4,880,770
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$241,230
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$500,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,272,000**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This facility would be a new facility/asset that the City does not currently have.

If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

N/A

What is the expected useful life of the project/improvement?

A new facility would be designed and constructed with an expected useful life of 50 - 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Facility maintenance and operations would be funded by the Public Works Department as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City intends to design a facility meeting the requirements and best practices determined in the recent MDHR Settlement agreement. The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

N/A

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants have 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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

The proposed 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.

Property Services will work with Community Planning and Economic Development (CPED), OCS and MPD to identify and analyze potential sites.

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the design process, Property Services will formally submit the Project into the City's Public Art Program.

Economic Development

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

Describe the economic development impact of the project:

The Training and Recruitment Center should help with additional living wage jobs for residents of Minneapolis.

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 as a site is not yet known

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

Opportunities will be explored further once a site is selected as an ideal site would have access to transit options.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

New Construction

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2028

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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. Facility maintenance and 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:

Design had started for a site at the Hiawatha Public Works facility but had been postponed in 2021. No site selection is under consideration.

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. A new facility will be designed and built within the following two 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:

For a Project of this size a funding allocation across two (2) to three (3) years is typical for both design and construction.

would be funded by the Public Works Department as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

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:

Concept design had begun but was postponed and site selection is now in consideration, construction would hopefully start in late 2027 and be completed in 2028.

The intended life of a new facility should be at least 75 years with 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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. 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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

Economic Development:

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 designed and built in accordance with current City of Minneapolis Sustainability Policy and standards. The Facility will also be designed to accommodate solar collectors on the roof.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Phillips Community / TBD location

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This Phillips community is 70.7% BIPOC

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This facility would provide improved training for current and future Public Works employees.

General city employee information:

Percentage of Employees	
American Indian/Alaska Native	1.70%
Asian	5.88%
Black/African American	17.75%
Hispanic/Latino	5.46%
Native Hawaiian/Oth Pac Island	0.05%
Two or More Races	3.97%
White	65.20%

Additional Information

Project site location and scope are still to be confirmed as direction on this portion of the project has changed over the past 18 – 24 months.



City of Minneapolis

PSD22 - Reg Services MACC

Project Details:

Project Start Date: 2022
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 2 of 5
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: $2,300,000
Total project cost (all years): $4,300,000

Project Location:

Address: 212 17th Avenue North
City Sector: North
Neighborhood(s) Located: All
Ward(s) Located: Ward 5
Description of Location: Existing Animal Care and Control Facility

Project Description

This Project consists of renovating the existing Minneapolis Animal Care and Control (MACC) facility to address current deficiencies along with the addition of a secondary location to meet unmet programmatic needs.

Purpose and Justification

The Minneapolis Animal Care and Control facility (MACC) originally built in 2003 spans 21,100 square feet as an open admission full-service shelter for dogs, cats, and other more exotic animals. Since its opening the MACC's responsibilities have evolved and work expanded to the point where current needs have outgrown the available space. Small revisions have been made to improve accessibility and accommodate additional staff and services. Unmet needs in the current space include: quarantine areas, sterile surgery space, investigative office space, storage, conference and meeting rooms, air circulation and HVAC, shelter space for exotic animals, security for staff, office space for animal control officers, adequate outdoor play areas, and spaces for animals being picked up, surrendered or adopted that is separated from the front desk counter space where residents are paying fines, and purchasing licenses and permits. Staff and customer safety is a constant issue as the space does not allow for front desk security and staff's ability to restrict movement in the shelter. There are often dangerous animals being transported through the lobby area while animal adoptions or surrenders are occurring.

Evolving Mandates and Increased Demand:
The role of MACC has evolved since 2003, particularly due to policy changes in 2016 that require the MACC to provide comprehensive medical, behavioral, and mental health treatment for all animals and secure placement for those that are treatable. As a result, the average length of stay for animals has tripled—a trend likely to continue as lifesaving efforts expand. MACC has also become a regional resource, frequently assisting in

hoarding cases and animal crime investigations. This increase in demand, both in terms of the number and species of animals, places further strain on the already overcrowded and outdated facility.

Planning for the Future:
Operational improvements and solutions continue to be studied and implemented, but the facility is running out of options. Recognizing these challenges, in 2022 a master planning study and an in-depth facility assessment were conducted that identified deficiencies and outlined three potential options for a path forward. The options identified include: (1) Remodel and expansion of the existing facility. (2) Remodel the existing facility and plan for a second facility at another location. (3) Design and construction of a new facility to house all functions at a different location.

The Preferred Path Forward:
After evaluating these options, Option 2—remodeling the current facility while developing a second location—was identified as the preferred solution. However, further studies are needed to determine the scope of renovations and how responsibilities will be divided between the two sites.
Key considerations include:

- Separating public and non-public spaces (e.g., adoptions separate from clinical care).
- Evaluating potential locations based on zoning regulations and future space needs.
- Assessing financial feasibility and purchase costs for a new site.

The expansion plan aims to enhance safety, improve operations, and better accommodate both animals and the people who rely on MACC's services

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD22

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$2,000,000	$1,500,000	$500,000	$0	$0	$0	$0
REVENUES	**$2,000,000**	**$1,500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$150,000	$100,000	$25,000	$0	$0	$0	$0
CONSTC - Construction Costs	$1,773,077	$1,142,308	$405,769	$0	$0	$0	$0
GOVER - General Overhead	$76,923	$57,692	$19,231	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$200,000	$50,000	$0	$0	$0	$0
EXPENSES	**$2,000,000**	**$1,500,000**	**$500,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project has been proposed as a CBR since 2022.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing MACC facility was built in 2003 is only 22 years old. Typically, facilities such as this are constructed with an expected useful life of 50 to 75 years. The existing building has not exceeded its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Although the existing MACC facility is only 22 years old, programmatic needs have evolved, and operational/regulatory requirements have changed. A full comprehensive study was completed in 2022 to identify the deficiencies and space limitations.

What is the expected useful life of the project/improvement?

50 to 75 years for a new facility

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The sheltering capacity of the existing MACC facility has been exceeded, programmatic needs have evolved, and operational/regulatory requirements have changed. Consequently, service level requirements no longer meet the needs of the City and its residents.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

MACC maintenance and operations are funded by the Regulatory Services Department as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

Partnerships

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The regulations for the MACC 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. Current space limitations make it increasingly difficult to meet the needs of the animals.

The City intends to design a facility meeting the requirements and best practices determined in the recent MDHR Settlement agreement. The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Have Grants for this project been secured? If yes, please include grant source and amount.

Not 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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), OCS and MPD to identify and analyze potential sites.

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

A sculpture provided through the Public Art Program in 2003 is located at the existing MACC facility. However, as the project design further develops, there may be an opportunity to explore additional options for public art. Property Services will formally submit the Project into the City's Public Art Program.

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?

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Master Planning efforts have identified the need for additional space and that will require additional operating costs.

New Construction

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.

Renovation/Large Capital Upgrades

- Prioritizing sustainability during renovation and at the time of equipment replacement is key to driving continuous operational improvements across city facilities. Energy-efficient buildings reduce operational costs by lowering utility bills through optimized energy consumption. Transitioning off fossil fuels will help the city's progress towards achieving net zero greenhouse gas emissions by 2040 for all city operations.

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2027

Describe how operating cost increases or decreases were determined and include details such as

Project Coordination

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

$50,000 in funding 2022 led to a master planning study and an in-depth assessment that identified the deficiencies and outlined three potential options for a path forward.

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

A site search effort will begin in 2025. An appropriate site will influence building programs and function. it is anticipated that Planning & Design for the MACC would begin in 2026, with site preparation and construction occurring in 2026 to 2027.

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:

For a Project of this size the funding allocation across two (2) to three (3) years is typical for both design and construction.

personnel costs, materials, contracts, energy savings, etc:

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

MACC maintenance and operations are funded by the Regulatory Services Department as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department. The Regulatory Services (MACC) budget will need to be increased to account for anticipated increases in maintenance and operating expenses.

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.

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.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:
The City prioritizes 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: 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.

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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North Community is 77.1% BIPOC

White	7,274	20.2%
Of Color	27,689	77.1%
Black or African American alone	17,761	49.4%
American Indian and Alaskan Native alone	640	1.8%
Asian or Pacific Islander alone	4,054	11.3%
Other alone	suppressed	
Two or more races alone	2,282	6.4%
Hispanic or Latino (of any race)	3,823	10.6%

What data is available or missing? How can you obtain additional data?

Data is available for on the demographics of the community from house types, ownership, income, etc.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve the working conditions for all City staff, local and surrounding community and animals at the Animal Care and Control facility.

Additional Information

Operational improvements and solutions continue to be studied and implemented, but the facility is running out of options. The $50,000 in funding for 2022 has led to a master planning study an in-depth assessment and but

better definition to potential solution options, since the site footprint is at its maximum. This study has concluded, and we will begin to look for potential sites that would accommodate the unmet needs.



City of Minneapolis

PSD23 - Community Safety Training and Wellness

Project Details:

Project Start Date: 2021
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 1 of 3 OCS/MPD
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website:
Prior year(s) funding amounts: $600,000
Total project cost (all years): $22,100,000

Project Location:

Address: TBD
City Sector: TBD
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: A location/s for the Community Safety training and Wellness facility has not yet been determined.

Project Description

This project involves the planning, design and construction of a new Community Safety Training & Wellness Center to support the training needs of the Office of Community Safety, the Minneapolis Police Department (MPD), the Minneapolis Fire Department (MFD), Emergency Responders, community groups, and other regional partner agencies. The new facility will provide a functional, efficient, and sustainable training environment that is designed to ensure that police, fire and first responders have access to modern training, wellness, and tactical resources to effectively serve the community.

Purpose and Justification

The City of Minneapolis currently leases space within the former Hamilton Elementary School from Minneapolis Public Schools. Located at 4119 DuPont Ave. N. the original school building was constructed in 1962 and covers an area of 55,050 square feet. In 2008 the facility was renovated for use by the MPD for a variety of police training, storage, and youth program activities and is now known as the Hamilton Special Operations Center (SOC). The existing facility is functionally deficient, undersized, and lacks the capacity for modern training and wellness initiatives. As a leased space, the City has no ability to expand or modernize the existing facility, and therefore and is wholly inadequate for today's training and wellness needs. A new facility is essential to meet the City of Minneapolis Community Safety, Police, Fire and Emergency Responders evolving training needs.

The Need for a Purpose-Built Facility
A new Safety Training and Wellness Center will be designed to include:

- Comprehensive Training - Spaces supporting pre-employment, continuing education, in-service classroom, and computer training needs. Primary components would include a variety of classroom sizes and types to

seat groups from 30 to 100 with appropriate audio, visual, display and connectivity accommodations.
- Wellness & Resilience Programs - Spaces addressing counseling and psychological impacts in order to help first responders deal with the psychological impact of their jobs
- Modern Policing Techniques - Spaces accommodating new training needs for co-responder models and body camera integration.
- Infrastructure space for enhanced security, offices, storage, locker rooms, bathrooms and shower facilities, and sufficient parking for staff and large training groups.

Advanced Training Capabilities

A new Safety Training and Wellness Center would include:

- Indoor & Outdoor Training Areas – Secure spaces for real-world policing scenarios.
- Vehicular Training – Essential for pursuit and emergency response practice in a controlled environment.
- Virtual Reality & Reality-Based Training – Incorporating virtual-reality simulators and flexible spaces with movable partitions allowing for reality-based training, tactical training, and defensive tactics training.
- Canine & Defensive Tactics Training – Dedicated areas for specialized law enforcement units.
- 50-Yard Firing Range – Supporting firearms training in a safe, controlled setting.

The new Hero Center in Cottage Grove is a good example of a modern safety training and wellness facility.

Minnesota Department of Human Rights (MDHR) Settlement Agreement

In early 2024 a training and wellness assessment was completed as part of the MPD settlement agreement with the MDHR. Compliance with the Settlement Agreement requires development of a plan for improved training and implementing training improvements in an approved timeline. The Settlement Agreement recommends that to meet the requirements a new training facility be constructed. The formal Settlement Agreement was approved by City Council in March 2023, and Consent Decree approved by City Council in January 2025.

Strategic Location & Regional Impact and Funding Opportunities

The Community Safety Training and Wellness Center represents a long-term investment in public safety. Beyond serving the City of Minneapolis the facility could be available to other agencies opening the potential for funding through state grants and regional partnerships. Although the facility location is yet to be determined, a site search prioritizing a central location to maximize accessibility is ongoing.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD23

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
391002 - Net Debt Bonds Issued	$5,500,000	$8,000,000	$8,000,000	$0	$0	$0
REVENUES	**$5,500,000**	**$8,000,000**	**$8,000,000**	**$0**	**$0**	**$0**
Expenses						
DANDPM - Design and Project Management	$500,000	$500,000	$350,000	$0	$0	$0
CONSTC - Construction Costs	$4,588,461	$6,692,307	$6,592,037	$0	$0	$0
GOVER - General Overhead	$211,539	$307,693	$307,963	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$200,000	$500,000	$750,000	$0	$0	$0
EXPENSES	**$5,500,000**	**$8,000,000**	**$8,000,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project proposes design and construction of a new Community Safety Training facility and has been proposed as a CBR since 2021. The City currently leases the former Hamilton School from Minneapolis Public Schools for MPD Training needs.

If the project is an existing asset, what is the observed remaining life of the asset?

As a leased space, the City has no ability to expand or modernize the existing facility.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing facility is functionally deficient, undersized, and lacks the capacity for modern training and wellness initiatives. As a leased space, the City has no ability to expand or modernize the existing facility, and therefore and is wholly inadequate for today's training and wellness needs.

What is the expected useful life of the project/improvement?

A new facility may have a functional life of 50 – 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD as the City currently leases the former Hamilton School from Minneapolis Public Schools. As a leased space, the City has no ability to expand or modernize the existing facility

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City would prefer to own and operate a new facility for the training needs of the Office of Community Safety, Police, Fire and Emergency Responders. Facility maintenance and operations would be funded by the Office of Community Safety as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City intends to design a facility meeting the requirements and best practices determined in the recent MDHR Settlement agreement. The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2 As a leased space, the City has no ability to expand or modernize the existing facility.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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), OCS and MPD to identify and analyze potential sites.

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the design process, Property Services will formally submit the Project into the City's Public Art Program.

Economic Development

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

Describe the economic development impact of the project:

N/A

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

No, although the Hamilton School site could be redeveloped by MPS if it is no longer leased by the City of Minneapolis.

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 based on project location

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

TBD based on final project location

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

New Construction

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals.

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2028/2029

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

Maintenance and operational costs will be funded by the Office of Community Safety (OCS) as a City Owned asset through an annual rent model that is managed

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 site search effort and a preliminary Program developed in 2025.

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. A new facility will be designed and built within the following two years, it is anticipated that Planning & Design would begin in 2026, with site preparation and construction occurring in 2026 to 2028.

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.

For a Project of this size the proposed funding allocation across multiple years is typical for both design and construction.

by the Finance and Property Services Department. The OCS budget will need to be increased to account for anticipated increases in maintenance and operating expenses.

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 50 to 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these 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 improved community interactions and safety outcomes, and reduced cost to the City in financial settlements.

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.

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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

Arts and Culture:

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

This Project will be Part of the City Public Art program and will have a dedicated budget for Art.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

TBD as a site has not yet been selected. The goal of this project would be for better training to provide better Office of Community Safety services to the entire City.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

	POLICE DEPARTMENT	ALL CITY EMPLOYEES
Percentage of Employees		
American Indian/Alaska Native	1.07%	1.70%
Asian	8.00%	5.88%
Black/African American	13.73%	17.75%
Hispanic/Latino	5.87%	5.46%
Native Hawaiian/Oth Pac Island	0.00%	0.05%
Two or More Races	3.47%	3.97%
White	67.87%	65.20%

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD

Describe the engagement and what have you learned?

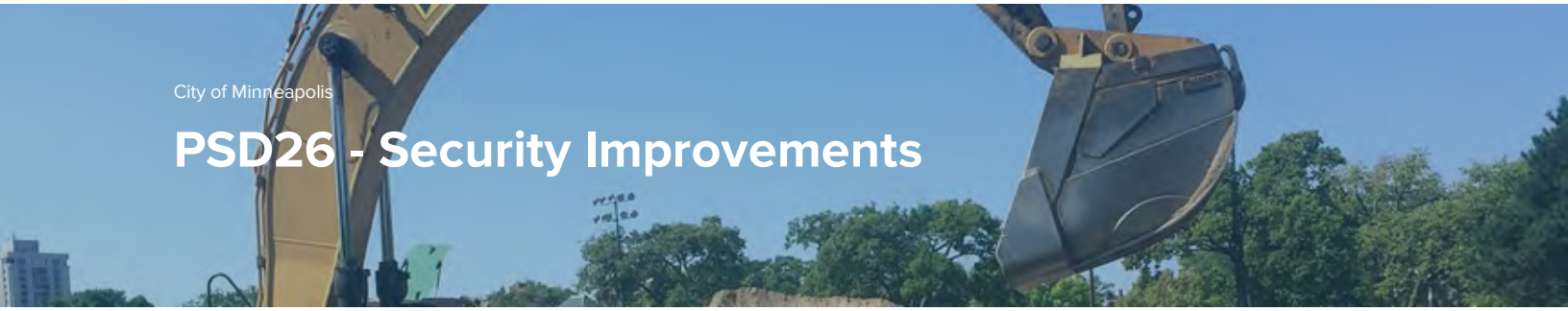
TBD

Analysis

How does the outcome for this project help the city achieve racial equity?
This project will benefit staff and contractors in all OCS departments and the communities that they serve with improved service due to improved training.

Additional Information

This proposed facility would replace the outdated Hamilton Facility that the City leases from Minneapolis Public Schools and replace it with a modern City owned and operated facility that is design to meet current needs.



City of Minneapolis

PSD26 - Security Improvements

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2030
Ongoing Program: Yes
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 2 of 2 PS Program
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: $500,000
Total project cost (all years): $5,250,000

Project Location:

Address: Multiple Facilities
City Sector: All
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Multiple City owned facilites

Project Description

This Project involves upgrading and enhancing security systems supporting more than 61 City of Minneapolis-owned and operated facilities, including Public Works, Police, Fire, and multi-use buildings such as the Public Service Center. The improvements encompass a wide range of security measures, includng surveillance cameras, building access control, intrusion alarm systems, key management, security fencing, automated vehicle gates, and protective materials for high-security environments.

The City's security operations rely on two enterprise platforms: Milestone, which manages security camera, and Lenel, which controls building access, intrusion alarms, and photo ID badge systems. These platforms are fully networked, linking all facilities to the City Security Operations Center (SOC), where trained security staff provide continuous 24/7 monitoring and rapid response.

Purpose and Justification

Maintaining robust physical security systems is essential to ensuring a safe working environment for City employees and visitors. These systems protect a wide range of City-owned and operated facilities, including Public Works, Police, Fire, and multi-use buildings such as the Public Service Center—each with unique security needs based on their operations. By implementing and maintaining these systems, Property Services enhances the protection of City assets while efficiently managing employee access within these facilities.

Many of the City's existing security systems were installed between 2012 and 2014 and are now reaching the end of their life cycle. These heavily used systems require ongoing maintenance and, in many cases, replacement

due to normal wear and tear. The average lifespan of key security components is typically eight (8) years for camera systems and 10 years for access control and alarm systems.

Other security infrastructure, such as automated gate operators, requires frequent maintenance and replacement depending on usage. Additionally, perimeter fencing at many facilities has been in place for over 25 years. Despite multiple repairs, much of this fencing is now in need of complete replacement to maintain secure perimeters.

The City also utilizes a computer-based key management system (Traka Key) at several sites, allowing for secure electronic tracking of building and vehicle keys assigned to employees. However, not all facilities currently have this system and instead rely on manual key management methods, which pose a security risk. Expanding the Traka Key management system across all facilities is critical to improving accountability, enhancing security, and reducing potential vulnerabilities.

To ensure the continued safety and protection of City employees, visitors, and assets, modernizing and expanding these security systems is a top priority. By modernizing these systems, the City aims to enhance safety, improve operational efficiency, and ensure a more secure environment across its facilities.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD26

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$500,000	$750,000	$2,000,000	$2,000,000	$0	$0	$0
REVENUES	**$500,000**	**$750,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$55,000	$37,500	$37,500	$37,500	$0	$0	$0
CONSTC - Construction Costs	$425,769	$683,653	$1,924,038	$1,924,038	$0	$0	$0
GOVER - General Overhead	$19,231	$28,847	$38,462	$38,462	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$500,000**	**$750,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities), and Equipment

Is this request a new capital project or an existing project? Existing

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing life of assets varies depending on facility and equipment and this project focuses on replacing items that are at the end of planned useful life or already obsolete.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Security Risk Assessments were conducted for all facilities to identify vulnerabilities that presented safety and security risks to employees and city property. Recommendations to mitigate those risks were developed into security plans.

What is the expected useful life of the project/improvement?

In most cases these projects are tied to the life cycles of equipment and scheduled replacement year. Approximately 8 – 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The cost is more accurately calculated in terms of higher risk to the personal safety of people and loss of property by theft or damage, so it is difficult to put a dollar amount to that end.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Tied to the life cycles of equipment and scheduled replacement year or unplanned emergency affecting the security of facilities.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A The City has tried to standardize facility security elements from cameras and card readers to fence and gates.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

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:

N/A

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

Department of Homeland Security for facility Risk Assessments

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

These updates will significantly reduce maintenance costs. Planned approach to replacement of equipment will reduce the number of unexpected equipment outages and reduce the operating dollars spent on unplanned maintenance.

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

TBD

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

2024

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

Updated equipment will reduce or eliminate the need for regular maintenance.

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

Finance and Property Services will recognize a savings in annual 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:

On-going as equipment reaches life cycle end.

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:

Design, bid and build annual security infrastructure projects

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:

Allocated funding will be utilized to fill the highest need projects for the year based on assessment of needs. Adjustment in funding will change the amount of security improvement made in any given year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This Project will affect all Minneapolis Communities. This project will improve security at City facilities and improved workplace conditions for all City Employees to help them better preform roles in servicing the communities.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

The City does not collect this data for visitors to City facilities.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve working conditions at City Facilities for all employees and public that visit.

Percentage of City Employees	
American Indian/Alaska Native	1.70%
Asian	5.88%
Black/African American	17.75%
Hispanic/Latino	5.46%
Native Hawaiian/Oth Pac Island	0.05%
Two or More Races	3.97%
White	65.20%

Additional Information

It is reasonable to expect that a security program for an organization as large as the City of Minneapolis has at the very least, adequate measures in place for the protection of its employees, their customers and city assets they are responsible for. In addition, our citizens expect that we are not only good stewards of their tax dollars, the City must also protect these investments to the best of our ability. The physical security program is designed to meet those expectations and requires periodic improvements to maintain safe and secure facilities.



City of Minneapolis

PSD32 - Minneapolis Democracy Center Project

Project Details:

Project Start Date: 2025
Estimated Project Completion Date: 2027
Ongoing Program: N
Current Phase: Design
Level of Need: Critical
Department Priority: 1 of 5
Submitting Agency: Finance & Property Services
Contact Person: Paul Miller
Contact Phone Number: 612-673-3603
Contact Email: paul.miller@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $15,964,000

Project Location:

Address: 3000 Minnehaha Ave. S.
City Sector: South
Neighborhood(s) Located: Longfellow
Ward(s) Located: 9
Description of Location: The Democracy Center proposes the renovation and build-out of the former MPD 3rd Precinct.

Project Description

This project involves the planning, design, and construction of a complete renovation and build-out of the 3000 Minnehaha site (formerly the MPD 3rd Precinct) into a mixed-use facility that would house City's Election and Voter Services (EVS) operations and a community-focused tenant and be known as the Minneapolis Democracy Center.

Purpose and Justification

On May 25, 2020, George Floyd was murdered by a MPD officer. The murder occurred at E. 38th St. and Chicago Ave. S. within the MPD 3rd Precinct area. In the days that followed, civil unrest ensued, and the MPD vacated the 3rd Precinct building located at 3000 Minnehaha Ave. During the unrest, the building sustained substantial smoke and fire damage. As a result, the building was closed and has remained unoccupied since that time.

In 2023, the Minneapolis City Council passed an action eliminating 3000 Minnehaha Avenue from any further consideration for a police precinct and committed not to house any police facility or functions at the site. The City Council voted to support this proposal, following which the City began the process to determine a future use for the 3000 Minnehaha site. That process included an assessment of City operations in need of space and noted an interest in community use of any remaining unutilized space. In 2024, after careful analysis of potential City operations and community engagement efforts, City staff proposed that the City's Elections & Voter Services

(EVS) operations be relocated to the 3000 Minnehaha site. EVS currently leases multiple industrial spaces in Northeast Minneapolis and needs a permanent dedicated space.

Following this determination, a “proof of concept/spatial fit plan” was conducted to confirm that EVS could be relocated to the 3000 Minnehaha site. The resulting “spatial fit plan” provided for a building addition that confirmed that EVS could be accommodated within the footprint of the site and that 8,000 square feet of ground-floor space in the existing building would also be available for a community-focused tenant.

The Need for a Purpose-Built Facility:
Elections & Voter Services employs a workforce with a diverse set of skills, abilities, and experiences. EVS has a team of 16 permanent employees, 150-200 seasonal team members, and 1,500-2,500 Election Judges who serve Minneapolis voters. A new space to operate this division ensures they are able to achieve their vision statement: to empower and engage all voters through secure, transparent, and accessible elections, fostering increased participation and trust in the democratic process.

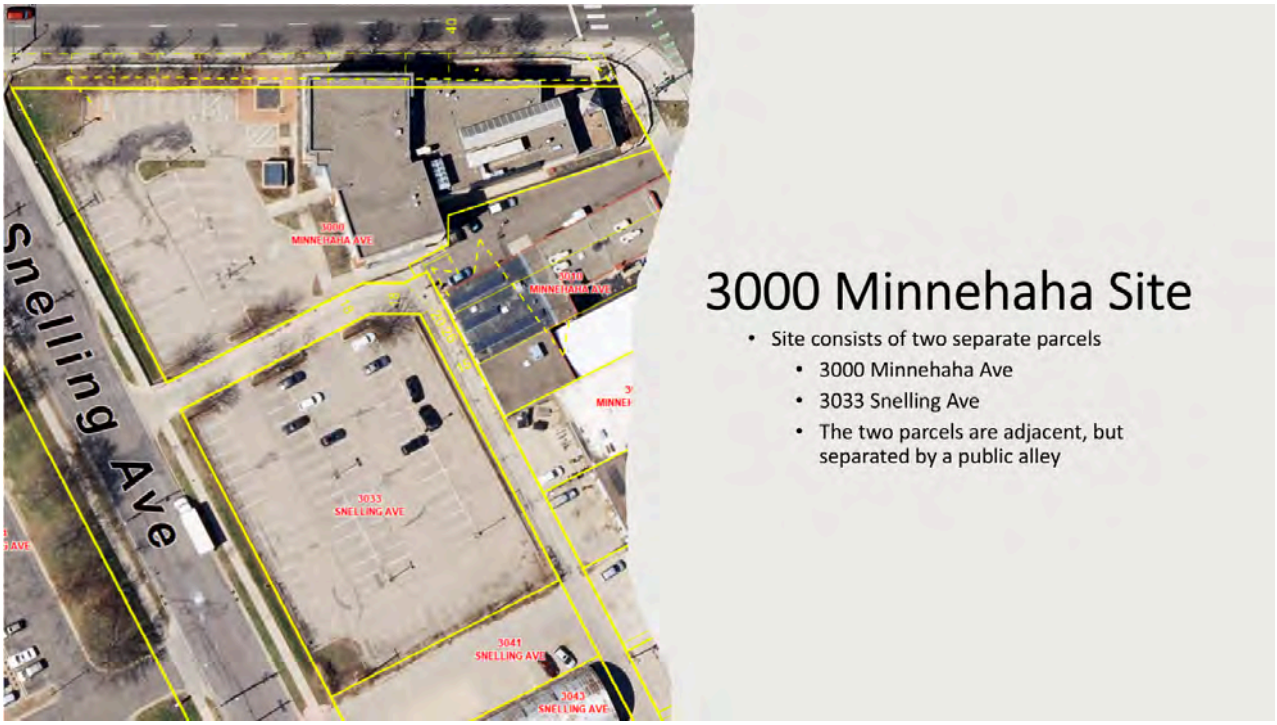
The Elections and Voter Services Division conducts elections; protects the rights of all eligible voters to equitable, impartial access to the ballot box; and ensures every ballot is accurately and properly counted. Key services provided include:

- **Voting**: In addition to administration of Election Day voting at precincts, EVS also directly facilitates absentee and early voting. During the 46-days prior to each election, voters may opt to cast their ballot in-person at one of the City’s Early Vote Centers or through the Vote-By-Mail program. Additional voting services include operation of the City’s Absentee Ballot Board, ballot drop off sites, and Health Care Facility Voting. These programs contribute to equitable access to the ballot box by allowing voters to choose a voting method that best meets their individual needs.
- **Election Judge and Polling Place Administration**: The success of any election is dependent on the City’s ability to recruit, train, manage, and deploy on average 1,500-2,500 election judges to serve voters in Election Day polling places. This is done in accordance with Minnesota Election Law and the City’s priority to create a workforce representative of the community it serves. Special focus is placed on recruiting student election judges and individuals fluent in Hmong, Somali, Spanish, Oromo, Amharic, Lao, and American Sign Language.
- **Voter Outreach and Communication**: This program ensures all voters are “election ready." Annual efforts include participation in community and neighborhood events, translation of critical election materials, the Voter Information Guide mailed to every household, social media and website campaigns, digital communications, and collaboration with a variety of community groups.
- **Logistics and Operations**: To operate 137 Election Day voting precincts and to ensure election judges can assist all eligible voters, EVS staff must prepare, pack, and deploy over 150 unique polling place supply and equipment items. This preparation includes over 400+ total pieces of voting equipment that must be tested to ensure all equipment is operating as designed and without outside interference. These efforts help reassure our voters that their elections are safe, secure, and accurate.
- **Election Administrative Services**: Elections and Voter Services facilitate all administrative election processes including candidate filing and campaign finance. We serve as the official filing officer for local elections, specifically Special School District #1 and the municipal offices of Mayor, City Council, Parks and Recreation Board, and Board of Estimate and Taxation. Candidates must complete paperwork to have their name added to the ballot and report various financial information about their campaign. This information is then made available to the public for increased transparency.

Centrally locating Elections & Voter Services at 3000 Minnehaha makes the facility more accessible to Minneapolis residents. The facility is centrally located on the Lake, Minnehaha, and Hiawatha corridors and has on-site parking. It is also located on the Lake Street/Midtown Transit Station with easy access to the Blue Line Light Rail, 7 and 21 bus routes, and the B Line BRT. It is walkable and bicycle friendly and located just 2-blocks from the Midtown Greenway.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD32

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$8,112,000	$7,852,000	$0	$0	$0	$0
REVENUES	**$0**	**$8,112,000**	**$7,852,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$500,000	$50,000	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$7,000,000	$7,000,000	$0	$0	$0	$0
GOVER - General Overhead	$0	$312,000	$302,000	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$300,000	$500,000	$0	$0	$0	$0
EXPENSES	**$0**	**$8,112,000**	**$7,852,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? New

This project proposes a complete renovation and build-out of the 3000 Minnehaha site (formerly the MPD 3rd Precinct).

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing building was originally constructed in 1984, and then fully reconstructed in 2003 as a LEED Silver MPD Facility. Typically, facilities of this type are constructed with an expected useful life of 50 to 75 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Although damaged by fire and vandalism during the civil unrest in 2020, the core and shell of the building remains intact and largely functional. In 2021, Property Services consulted with a private engineering firm to conduct a full facility damage and structural assessment. The facility assessment recommended that a building renovation was feasible, and that the functionality of the building could be restored.

What is the expected useful life of the project/improvement?

A major renovation could extend the useful life of the existing building to its original expected useful life of 50 - 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The existing facility is unoccupied, as a city-owned asset annual maintenance costs still apply and would typically increase over time (including the cost of securing a vacant building), and any significant maintenance items will be deferred until a future occupant is identified. In addition, EVS is currently operating out of leased space in NE Minneapolis at a rate of $376,000 per year until 2029, after which a significant rent increase will take effect.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Facility maintenance and operations are funded by EVS as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The facility will be designed and constructed in accordance with current Zoning and Building Codes and in compliance with the City of Minneapolis Sustainable Building Policy as follows:

New Construction/Major Renovation – Sustainable Building Policy

- The facility will be designed following the City's Sustainable Building Policy. This Policy is a direct-action response to the Sustainable Building Policy Resolution which accompanied the Declaration of a Climate Emergency approved by City Council on December 13, 2019, as part of the City's declaration of a climate emergency.
- The City's Sustainable Building Policy outlines criteria that buildings should meet to increase energy efficiency, reduce operating costs, mitigate air pollution, and support local resiliency.
- Designing sustainable facilities supports the city's goal established through the 2023 Climate Equity Plan to achieve net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None 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. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

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

This project will collaborate with the Sustainability team within the Health Department's SHHE Division to ensure compliance with the City's Sustainable Building Policy. The Sustainability team will provide technical assistance and support identifying available utility programs and incentives.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the design process, Property Services will formally submit the Project into the City's Public Art Program.

Economic Development

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

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.

The facility is located on the corner of E. Lake St. and Minnehaha Ave. S. both major transportation roadways. Project design details will be determined in coordination with both Minneapolis Public Works and Hennepin County.

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

No, Minneapolis Public Works and Hennepin County manage E. Hennepin Ave. as a multi-modal roadway that includes enhanced bike and pedestrian 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.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

New Construction/Major Renovation

- Prioritizing energy efficiency during the design process can lead to long-term cost savings and reduce environmental impacts. This can be achieved through strategies like prioritizing high-performance insulation to minimize heat transfer, having efficient HVAC systems, ensuring that appliances meet efficiency standards, and integrating renewable energy sources.
- On March 31, 2020, Minnesota adopted the 2018 International Energy Code. Buildings constructed under this new commercial energy code will be 16% more energy efficient and use 52% less energy than buildings constructed to the requirements of 1976 code. The State's Energy Codes combined with the City's Sustainable Building Policy, will help ensure this building is operating at a high efficiency in-line with the city's enterprise sustainability goals

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

2027

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

Annual operating costs are dependent on final facility design and cannot accurately be determined until project design is completed.

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

Facility maintenance and operations are funded by EVS as a City Owned asset through an annual rent model that is managed by the Finance and Property Services Department.

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 EVS departmental funding is covering design costs.

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

Design of the renovated facility will be completed in 2025 with construction completed by 2027.

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:

For a renovation Project of this size and type a funding allocation across two (2) to three (3) years is typical for both design and construction.

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 incremental capital investments starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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.

- Through the 2023 Climate Equity Plan, the city has committed to ensure climate investments and programs are accountable to the community, meet the Justice40 standards, and prioritize Environmental Justice Communities.
- Through the Sustainable Building Policy, the City strives to develop resilient facilities that reduce negative impacts on the environment and improve the health and comfort of building occupants through the reduction of fossil fuels, electrification, and minimizing waste.

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.

- Through the 2023 Climate Equity Plan, the city committed to achieving net zero greenhouse gas emissions by 2040 for all city operations. Working towards this goal, the city is focused on decreasing the carbon intensity of facilities and reliance on fossil fuels. Prioritizing sustainability for new construction and existing buildings is key to achieving this goal.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Longfellow Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Longfellow Community is 32.1% BIPOC

White	7,274	20.2%
Of Color	27,689	77.1%
Black or African American alone	17,761	49.4%
American Indian and Alaskan Native alone	640	1.8%
Asian or Pacific Islander alone	4,054	11.3%
Other alone	suppressed	
Two or more races alone	2,282	6.4%
Hispanic or Latino (of any race)	3,823	10.6%

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Significant Community engagement has occurred related to this project since 2020. As this project moves forward it will go through the City's formal Land-Use Planning approvals processes.

Describe the engagement and what have you learned?

In 2023, the Minneapolis City Council passed an action eliminating 3000 Minnehaha Avenue from any further consideration for a police precinct and committed not to house any police facility or functions at the site. Mayor Frey proposed that the MPD 3rd Precinct be relocated to a new facility, the future South Minneapolis Community Safety Center, located at 2633 Minnehaha Ave. The City Council voted to support this proposal, following which the City began the process to determine a future use for the 3000 Minnehaha site. That process included an assessment of City operations in need of space and noted an interest in community use of any remaining unutilized space. In 2024, after careful analysis of potential City operations and community engagement efforts, City staff proposed that the City's Elections & Voter Services (EVS) operations be relocated to the 3000 Minnehaha site. EVS currently leases multiple industrial spaces in Northeast Minneapolis and needs a permanent dedicated space.

Analysis

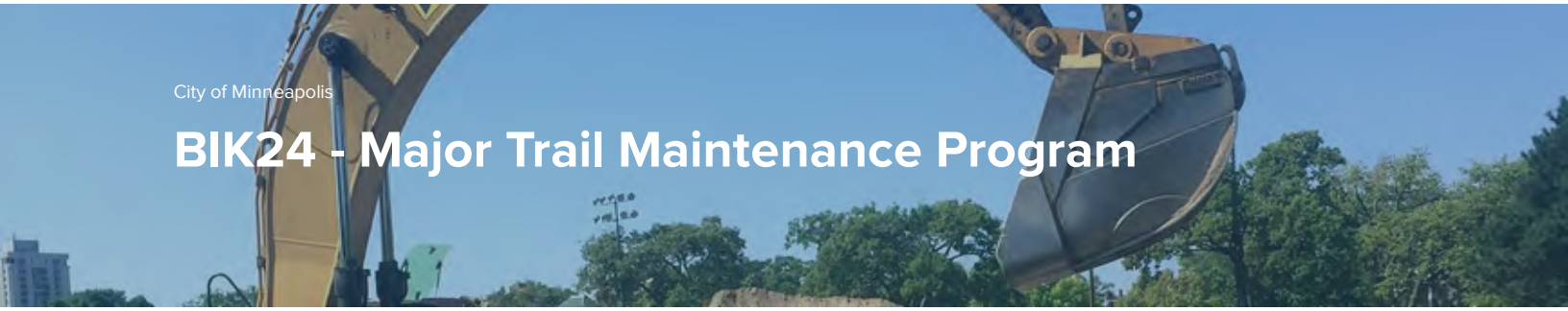
How does the outcome for this project help the city achieve racial equity?

This project will improve EVS services (Access to the Ballot) to all City residents and businesses.

- Centrally locating Elections & Voter Services makes the facility more accessible to Minneapolis residents
- Location on the Lake Street/Midtown Transit Station provides easy access
- Blue Line Light Rail
- 7, 21 bus routes
- B Line BRT in 2025
- Walkable and bicycle friendly
- Located 2 blocks from the Midtown Greenway
- Motor-vehicle access via the Lake Street and Hiawatha corridors
- On-site parking

Additional Information

Property Services is currently in the process of seeking a community-focused tenant to occupy approximately 8,000sf of first floor space with the facility.



City of Minneapolis

BIK24 - Major Trail Maintenance Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning
Level of Need: Significant
Department Priority: 36 of 66
Submitting Agency: Public Works
Contact Person: Andrew Degerstrom
Contact Phone Number: (612)673-3251
Contact Email:
andrew.degerstrom@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

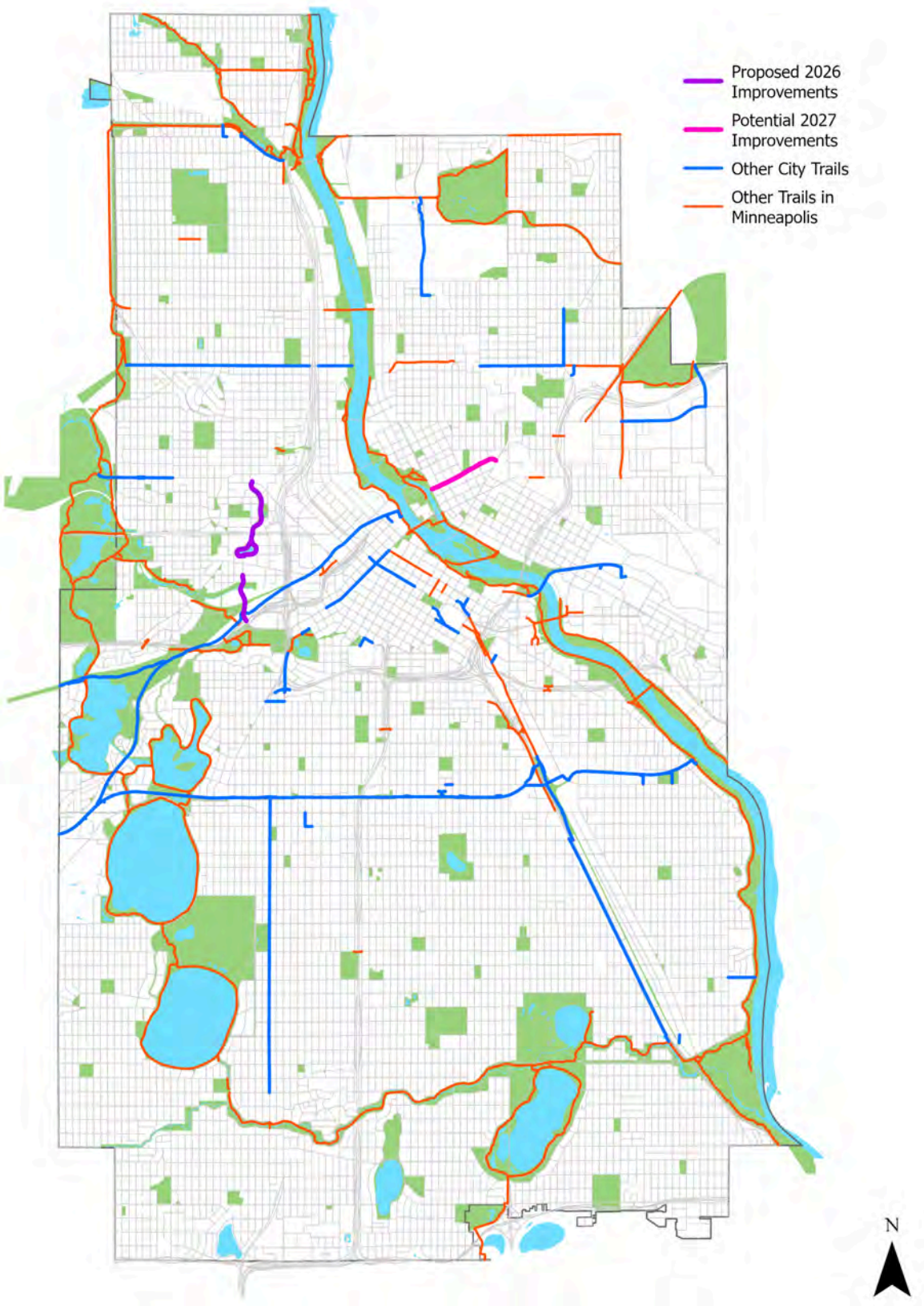
Project Description

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. In order to maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement, tree roots and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb, gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards.

Purpose and Justification

The objective of the Major Trail Maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 5 to 10 years for trails that have already been constructed, delaying the need for the total reconstruction. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$225,000	$225,000	$225,000	$225,000	$225,000	$225,000
REVENUES	**$0**	**$225,000**	**$225,000**	**$225,000**	**$225,000**	**$225,000**	**$225,000**
Expenses							
DANDPM - Design and Project Management	$0	$56,250	$56,250	$56,250	$56,250	$56,250	$56,250
CONSTC - Construction Costs	$0	$146,250	$146,250	$146,250	$146,250	$146,250	$146,250
GOVER - General Overhead	$0	$22,500	$22,500	$22,500	$22,500	$22,500	$22,500
EXPENSES	**$0**	**$225,000**	**$225,000**	**$225,000**	**$225,000**	**$225,000**	**$225,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Newly constructed trails have a functional lifespan of approximately 30 years with properly timed maintenance and repair. Public Works manages the local trail system through a series of reoccurring maintenance activities. The remaining life will vary each year based on the specific segment selected.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works manages the trail system through a series of reoccurring pavement repair and maintenance activities. Repair activities may include: asphalt resurfacing, concrete rehabilitation, Micro Surfacing, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's trail assets.

In 2021 Public Works collected pavement ratings for trails and off-street bikeways, the first effort of its kind for the city, consistent with the ASTM D6433 procedures. These pavement ratings have been supplemented by site visits and testing.

Currently, the City is assessing how further data collection will fit into the evaluation and selection of future trail maintenance projects. The various metrics that were collected in 2021 include roughness, condition, unevenness, cracking, and texture.

What is the expected useful life of the project/improvement?
Improvements made by this program vary in terms of the expected increase to a trail's useful life. At a minimum, improvements are expected to extend the useful life of the trails by an additional 5-10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects are aimed at extending the useful life of the trail. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the trail surface in good condition. Preventative maintenance is paid through the existing maintenance budget. See Partnerships section for additional information. Yes, this project leverages additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. To maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb, gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards. The program will have a significant impact on the City's All Ages and Abilities network as off-street trails are an integral part of the non-motorized transportation network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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:
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:
Coordination with other agencies with assets adjacent to the trail network will occur to avoid multiple trail shutdowns or detours in successive years.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

The objective of the Trail maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 5-10 years for trails already constructed, delaying the need for the total reconstruction activities. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 across the entire city spanning multiple transit connections. The project will enhance the pedestrian and bicycle realm by maintaining and improving the existing trail network.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Maintaining and improving the City's network of trials will improve facilities for people walking, biking, and rolling.

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Trails

This program will only be addressing existing facilities and will not be significantly changing the alignments of the trials.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Increase

What is the estimated annual operating cost increase or (decrease) for this project?
$250,000

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
The increase in operating costs is tied to the funding of the BIK24 capital program.

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

The operating cost impacts will continue to be assessed as more program specific data becomes available.

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:
See above.

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 approximately 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:
This will be an annual program, so if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

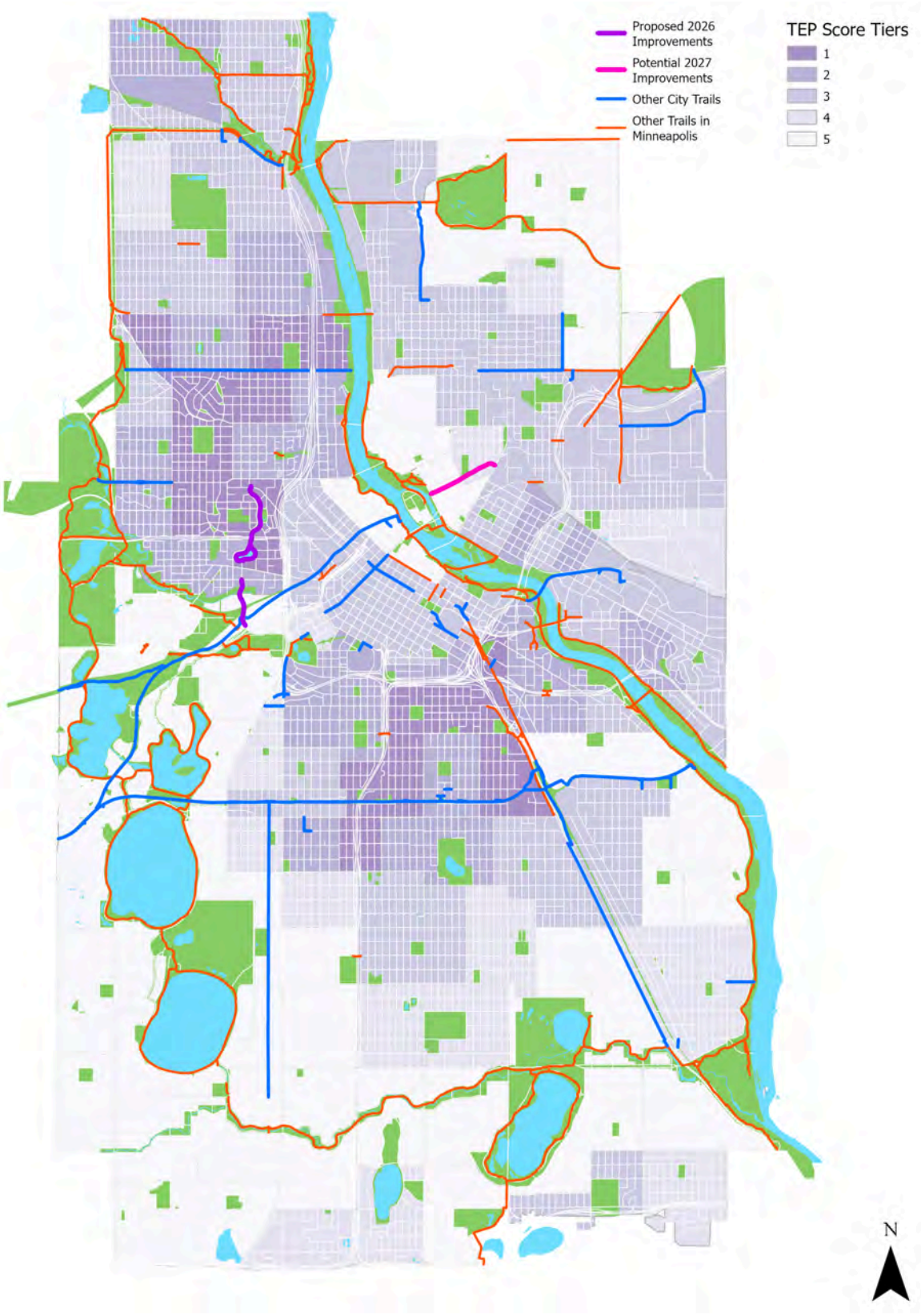
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

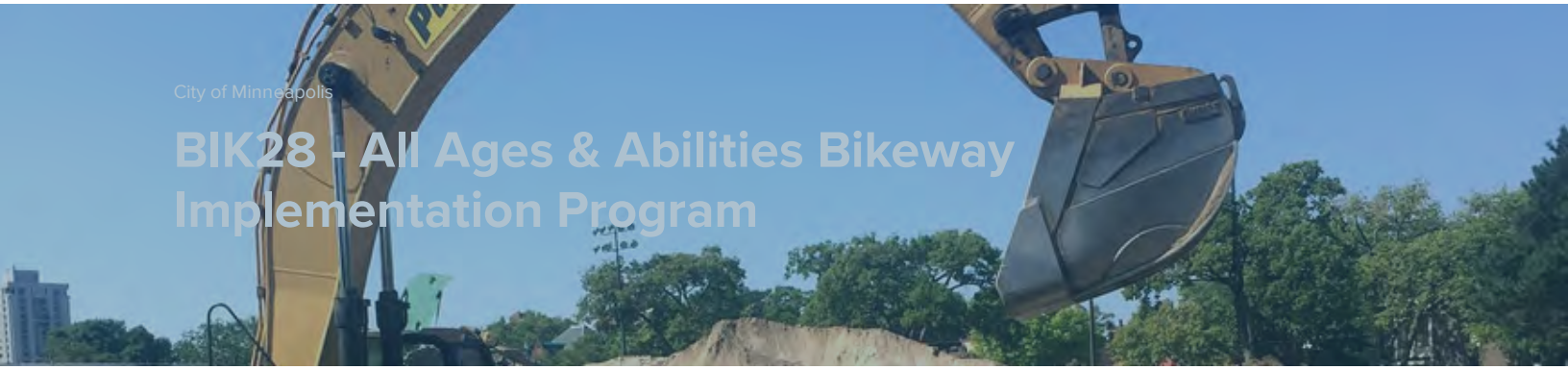
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

BIK28 - All Ages & Abilities Bikeway Implementation Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 5 of 66
Submitting Agency: Public Works
Contact Person: Fontaine Burruss
Contact Phone Number: (612) 673-3614
Contact Email: fontaine.burruss@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/p
bikeways-program/
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program will implement All Ages and Abilities (AAA) Bikeways on streets identified in the Minneapolis Transportation Action 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.

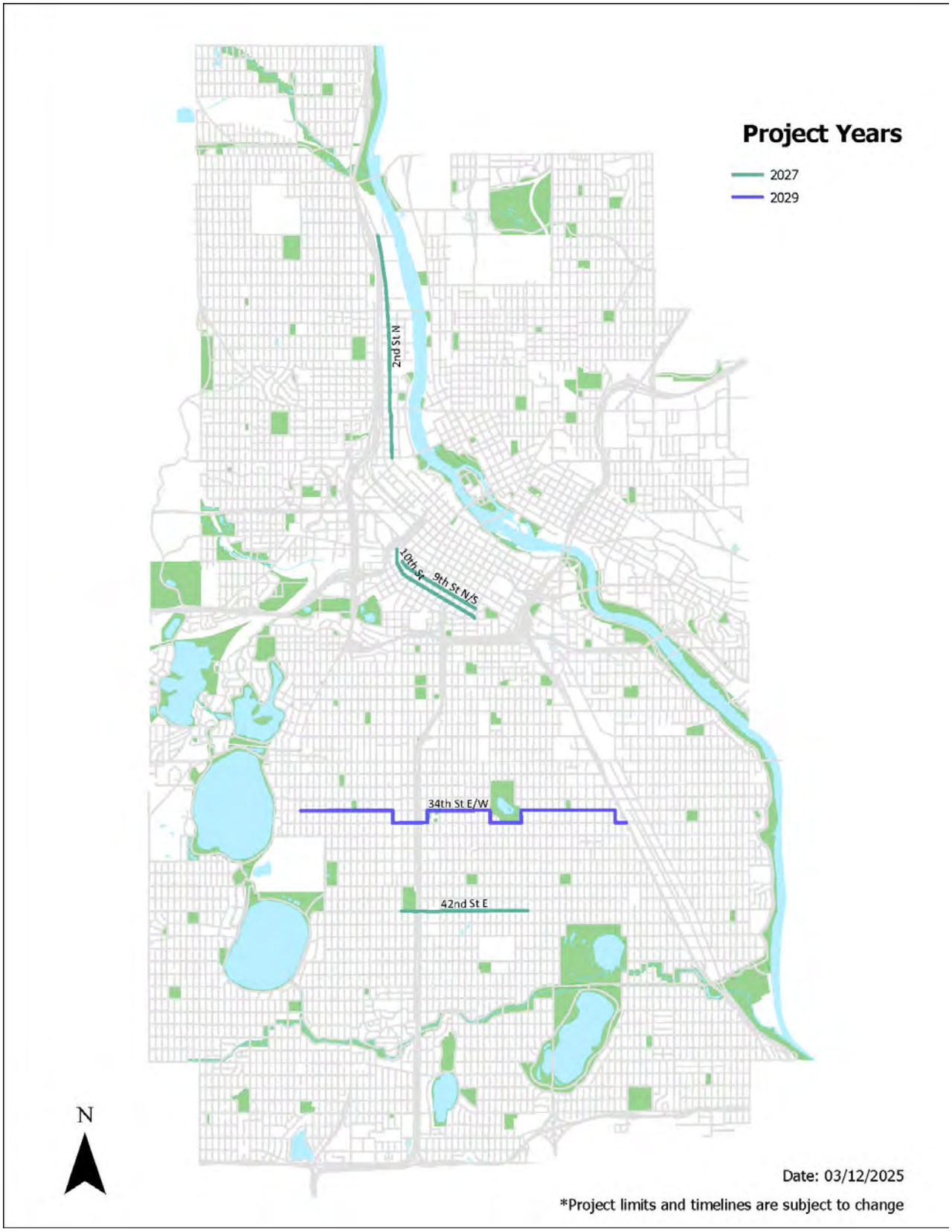
Purpose and Justification

To make bicycling an option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the AAA Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings, and be accessible year-round. The goal for the AAA Network is to connect users across Minneapolis with protected bike lane facilities and only utilize shared streets on quiet, low-speed residential streets. The goal of the BIK28 program is to elevate the development of bike facilities where the potential bicycling demand is high, but where low-stress bikeways (i.e., trails, bike boulevards) aren’t an option.

The supplemental funding request for the BIK28, All Ages and Abilities Bikeway Implementation Program, is included to provide Public Works with the flexibility to construct opportunistic bikeways that close bike network

gaps near larger capital projects. There are times when new AAA bikeways are built but neighboring streets don't have AAA connections between the new facility and the larger bike network. The sustained funding would allow retrofit projects to be constructed creating a continuous network of safe and comfortable facilities for all ages and abilities of bicyclists.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$8,512,000	$0	$3,024,000	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$4,000,000	$4,000,000
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$4,300,000	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$1,000,000	$0	$3,888,000	$900,000	$3,000,000	$3,600,000	$3,600,000
REVENUES	**$1,000,000**	**$0**	**$16,700,000**	**$900,000**	**$6,024,000**	**$7,600,000**	**$7,600,000**
Expenses							
DANDPM - Design and Project Management	$250,000	$0	$4,175,000	$225,000	$1,506,000	$1,900,000	$1,900,000
CONSTC - Construction Costs	$650,000	$0	$10,855,000	$585,000	$3,915,600	$4,940,000	$4,940,000
GOVER - General Overhead	$100,000	$0	$1,670,000	$90,000	$602,400	$760,000	$760,000
EXPENSES	**$1,000,000**	**$0**	**$16,700,000**	**$900,000**	**$6,024,000**	**$7,600,000**	**$7,600,000**

Supplemental Project Funding and Cost Breakdown

BIK28A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$500,000	$500,000	$500,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$500,000**	**$500,000**	**$500,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$125,000	$125,000	$125,000
CONSTC - Construction Costs	$0	$0	$0	$0	$325,000	$325,000	$325,000
GOVER - General Overhead	$0	$0	$0	$0	$50,000	$50,000	$50,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$500,000**	**$500,000**	**$500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BIK28 is a program that operates City-wide, asset conditions will vary. Typically, BIK28 constructs new trail facilities or updates facilities that are in "fair" or "poor" condition. This program will implement protected bikeways on streets identified in the Minneapolis Transportation Action Plan. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan varies. Facilities which incorporate plastic bollards or temporary materials require annual maintenance, whereas the useful life of a concrete separated protected bike facilities will span the rest of the useful life of the street (i.e., 20+ years). The condition of the existing asset or intersection being addressed in BIK28 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing, sweeping, and snow clearing activities are needed to keep the bike facilities accessible and in good shape. These preventative maintenance treatments are paid through the existing maintenance budget. See Partnerships section for additional non-City funding sources. These maintenance funding sources are contingent on City funding.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement All Ages & Abilities bikeways on streets identified in the Minneapolis Transportation Action 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. The program will also perform mill and overlays of trail sections to maintain and improve the condition of trails owned by the City.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
To make bicycling, in all its new forms, a real option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the AAA Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City was awarded about $4,512,000 for the 9th/10th Street bikeways, $4,000,000 for the 2nd Street North bikeway, and $3,000,000 for the 34th/35th neighborhood greenway in federal funding through the Metropolitan Council.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the AAA Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeways 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.

On a scale of 1-5, this project has a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
All of the projects supported by the BIK28 program have been identified in the Minneapolis Transportation Action Plan a Low Stress Bikeway on the AAA Bicycle Network. 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.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- All Ages and Abilities Network

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 to implement the AAA Network.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the projec

development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

required to realize the full expected useful life of the project:

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2027 project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

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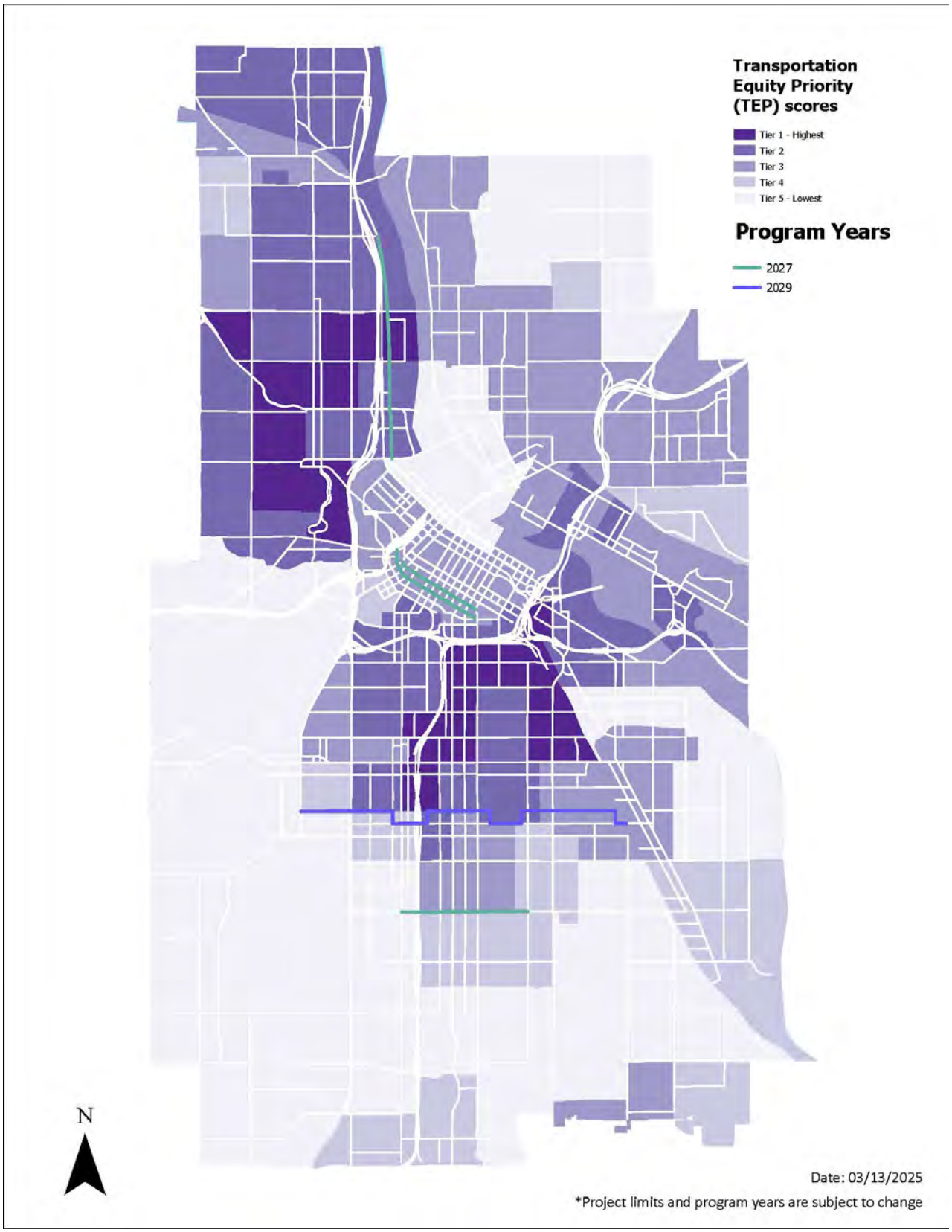
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

BP001 - Safe Routes to School Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 7 of 66
Submitting Agency: Public Works
Contact Person: Bria Fast
Contact Phone Number: (612) 427-3461
Contact Email: bria.fast@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/programs initiatives/transportation-programs/safe-routes-school/
Prior year(s) funding amounts: $0
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

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. Projects typically focus on traffic calming and often include treatments such as raised crosswalks, roundabouts, pedestrian refuge medians, curb extensions, and other street retrofits that help decrease traffic speed and/or volume.

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

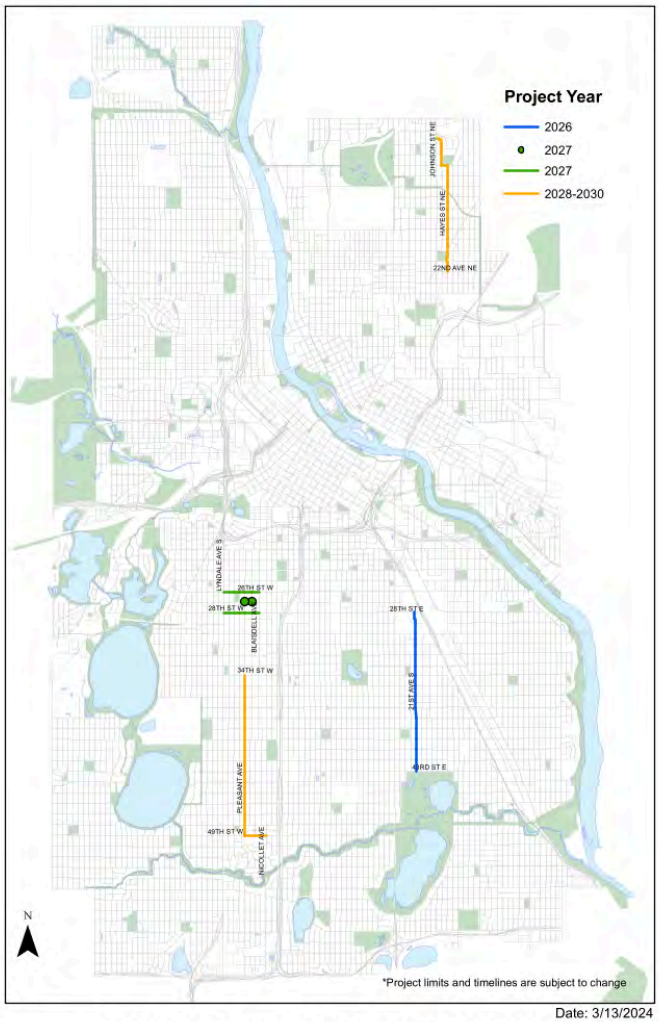
Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program improves the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are 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 Funding and Cost Breakdown

BP001

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$1,000,000	$1,000,000
321510 - Minn Depart Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$1,100,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
REVENUES	**$0**	**$2,100,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**
Expenses							
DANDPM - Design and Project Management	$0	$525,000	$500,000	$500,000	$500,000	$500,000	$500,000
CONSTC - Construction Costs	$0	$1,365,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000	$1,300,000
GOVER - General Overhead	$0	$210,000	$200,000	$200,000	$200,000	$200,000	$200,000
EXPENSES	**$0**	**$2,100,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**



Date: 3/13/2024

BP001 Safe Routes to Schools Program 2025-2030

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP001 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Deferring the projects in this program will lead to deteriorating condition of pedestrian and bicycle infrastructure and will prevent the implementation of the needed safety improvements.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments are needed to keep the road surface and pedestrian infrastructure in good shape. These maintenance activities are paid through the existing maintenance budget. See Partnerships section to view additional non-City funding sources which are contingent on City funding to be included in the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This program has been awarded grant funding through numerous sources. The City was awarded about $1,000,000 in federal funding from the Metropolitan Council for 2026, 2027, 2028, and 2029. This federal funding will go towards the South High/Folwell SRTS project in 2026 and the Whittier SRTS project in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Minneapolis Public Schools (MPS) is a key partner in identifying transportation needs and improvements for the Safe Routes to School program. In addition to informing project design through engagement, MPS connects the City's Public Works Department with students, their families, along with school faculty and staff.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Public art may be included in some projects (in the form of asphalt art) when and if appropriate.

risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 improves the pedestrian and bicycle environments around schools and nearby arterial crossings. Installations considered with Safe Routes to School programs include: bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions.

On a scale of 1-5, this program has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 and from school. Improvements at these locations will support a pedestrian's access to transit through safety improvements that narrow crossing distances (e.g., pedestrian medians or bump outs) or by increasing pedestrian visibility at intersections.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- All Ages and Abilities Network
- Pedestrian Priority Network

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 enabling bicyclists to comfortably share the street with motor vehicles. Traffic calming and diversion strategies along a bicycle boulevard enhances the experience for young or novice bicyclists and has complementary benefits for pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way. For example, curb extensions are often located within a portion of the existing street parallel to the parking lane; although city ordinance prohibits parking in these spaces, it is a common occurrence without a concrete barrier provided by the curb extentions. Pedestrian shelter medians typically manage a

constrained right-of-way by shifting the existing travel lane and eliminating several on-street parking spots.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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:
Refer to answers above.

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 project is in, or borders, Census tracts with TEP scores in tiers 1, 3, 4, and 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

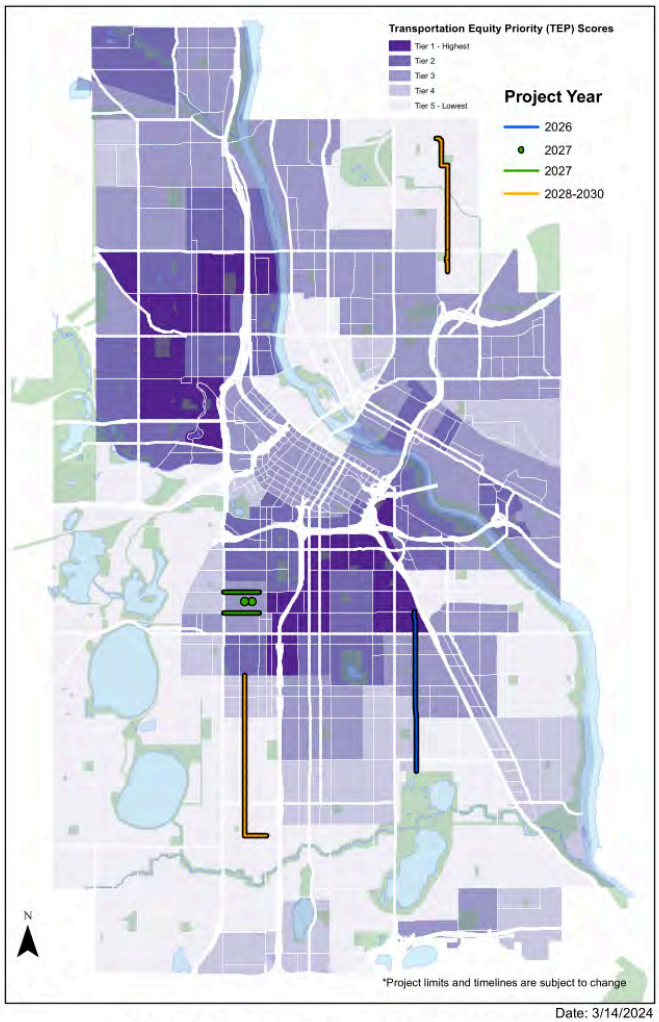
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

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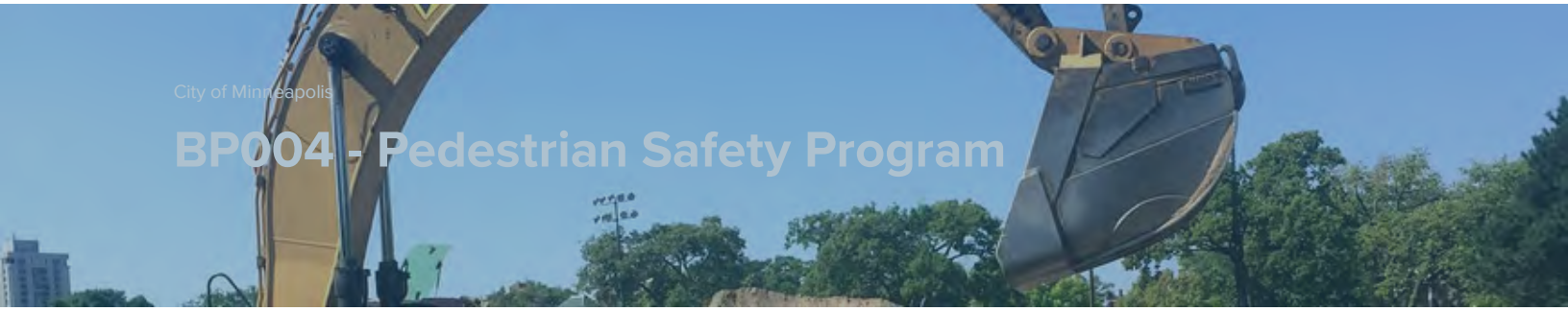
Transportation Equity Priority (TEP) Score Map



BP001 Safe Routes to Schools Program 2025-2030

Additional Information

Not Applicable.



City of Minneapolis

BP004 - Pedestrian Safety Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 6 of 66
Submitting Agency: Public Works
Contact Person: Fontaine Burruss
Contact Phone Number: (612) 673-3614
Contact Email: fontaine.burruss@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/p
safety/
Prior year(s) funding amounts: $2,350,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

The purpose of the BP004 Pedestrian Safety Program is to improve street crossings, with a focus on existing unsignalized intersections. This program supports investment of the hardscape elements of street crossings to include: pedestrian bump outs, crossing medians, and intersection realignments. Durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons may also be considered. Some existing signalized locations may be included in this program, but largely the focus is to provide opportunities to address signalized intersections in other ways.

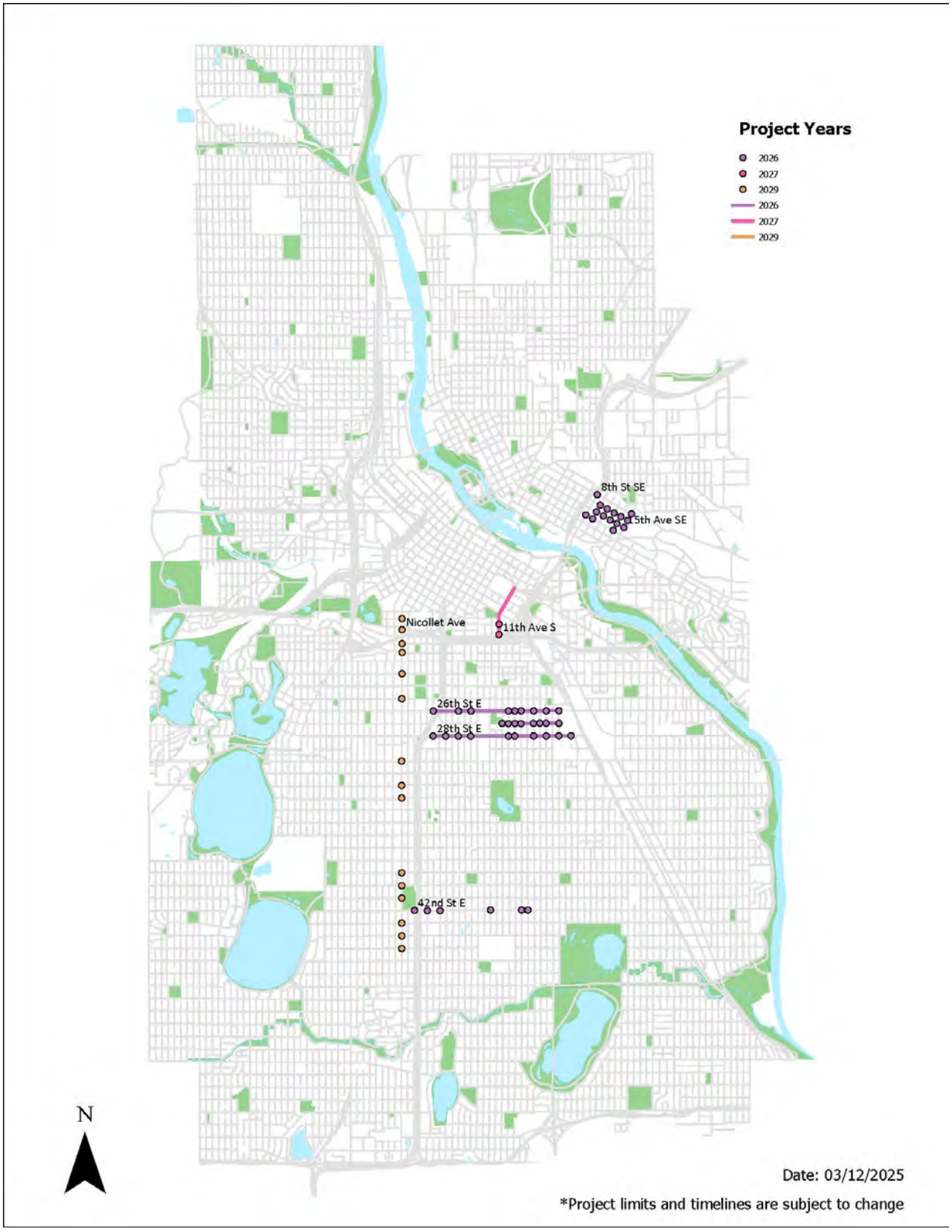
Purpose and Justification

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 crossing 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 improving conditions for 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), grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322506 - Metro Sales Tax Funds - Active Transportation	$0	$3,128,000	$0	$0	$0	$0	$0
301009 - Value Capture	$0	$0	$0	$0	$0	$0	$0
321000 - Federal Grantor Agencies	$1,350,000	$1,624,000	$2,000,000	$0	$1,984,000	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
321510 - Minn Depart Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$800,000	$1,000,000	$0	$0	$0	$0
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$1,000,000	$3,451,000	$900,000	$0	$1,773,000	$1,800,000	$1,800,000
REVENUES	**$2,350,000**	**$9,003,000**	**$3,900,000**	**$0**	**$3,757,000**	**$3,800,000**	**$3,800,000**
Expenses							
DANDPM - Design and Project Management	$587,500	$2,250,750	$975,000	$0	$939,250	$950,000	$950,000
CONSTC - Construction Costs	$1,527,500	$5,851,950	$2,535,000	$0	$2,442,050	$2,470,000	$2,470,000
GOVER - General Overhead	$235,000	$900,300	$390,000	$0	$375,700	$380,000	$380,000
EXPENSES	**$2,350,000**	**$9,003,000**	**$3,900,000**	**$0**	**$3,757,000**	**$3,800,000**	**$3,800,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
BP004 is implementing the City's Strategic Plans listed in the Minneapolis Goals and Strategic Direction section. The condition of the existing asset or intersection being addressed in BP004 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP004 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP004 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Not Applicable.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Not Applicable.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This program has been awarded grant funding through numerous sources for projects within the program. The City received $1,624,000 in federal funding and $3,128,000 in state funding through the Metropolitan Council regional solicitation for projects in 2026. The City also received $2,000,000 for 2027 and $1,984,000 for 2029 in federal funding through the Metropolitan Council.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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 improving conditions for 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.

On a scale of 1-5, this program has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 Safety 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 Safety Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network

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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks

mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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:
The existing maintenance budget will be used to maintain this new infrastructure.

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

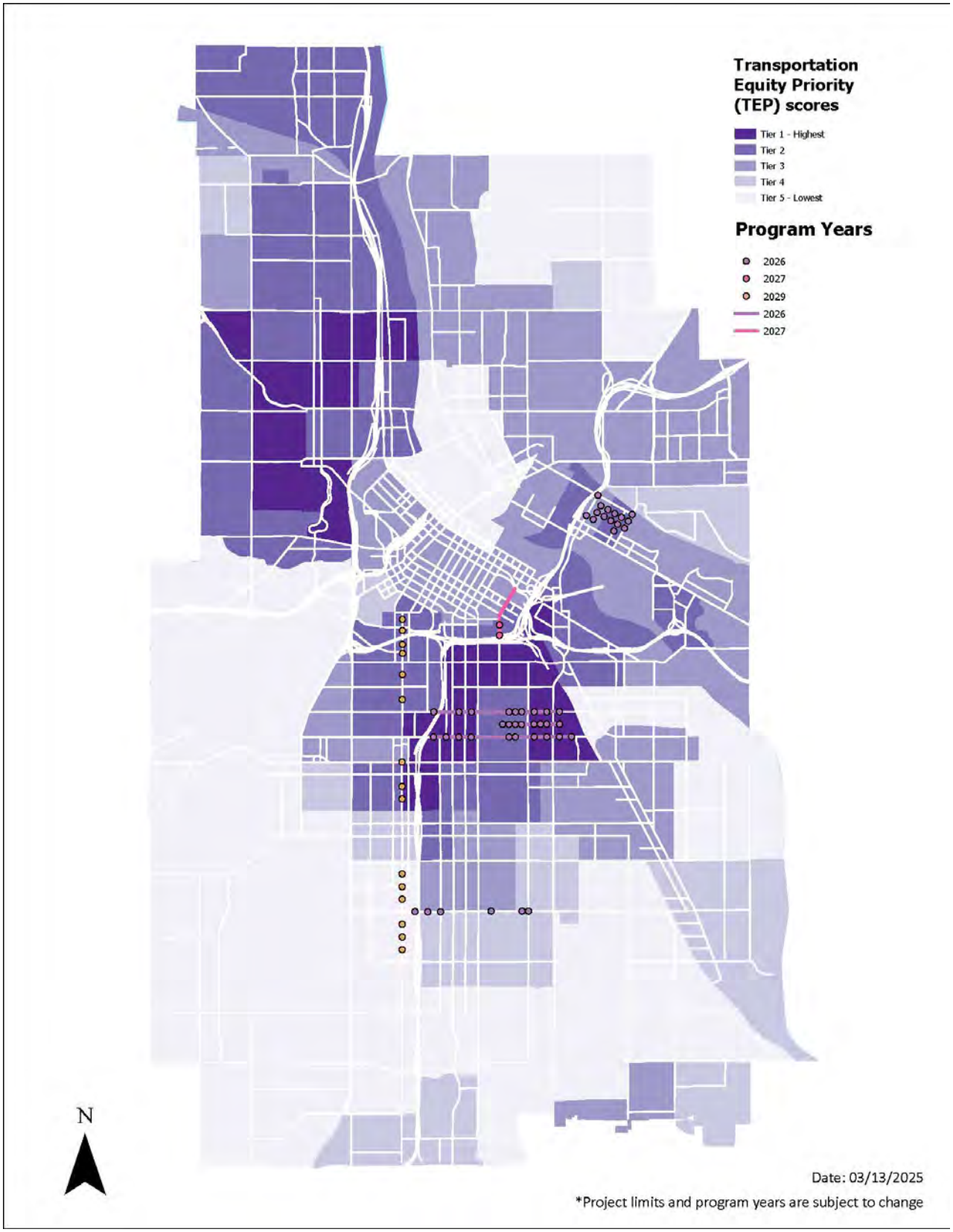
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

BP006 - 18th Ave NE Trail Gap

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 44 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673 -3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/1ave-trail/
Prior year(s) funding amounts: $0
Total project cost (all years): $870,000

Project Location:

City Sector: East
Neighborhood(s) Located: Sheridan, Bottineau
Ward(s) Located: 3
Description of Location: Marshall St NE to California St NE

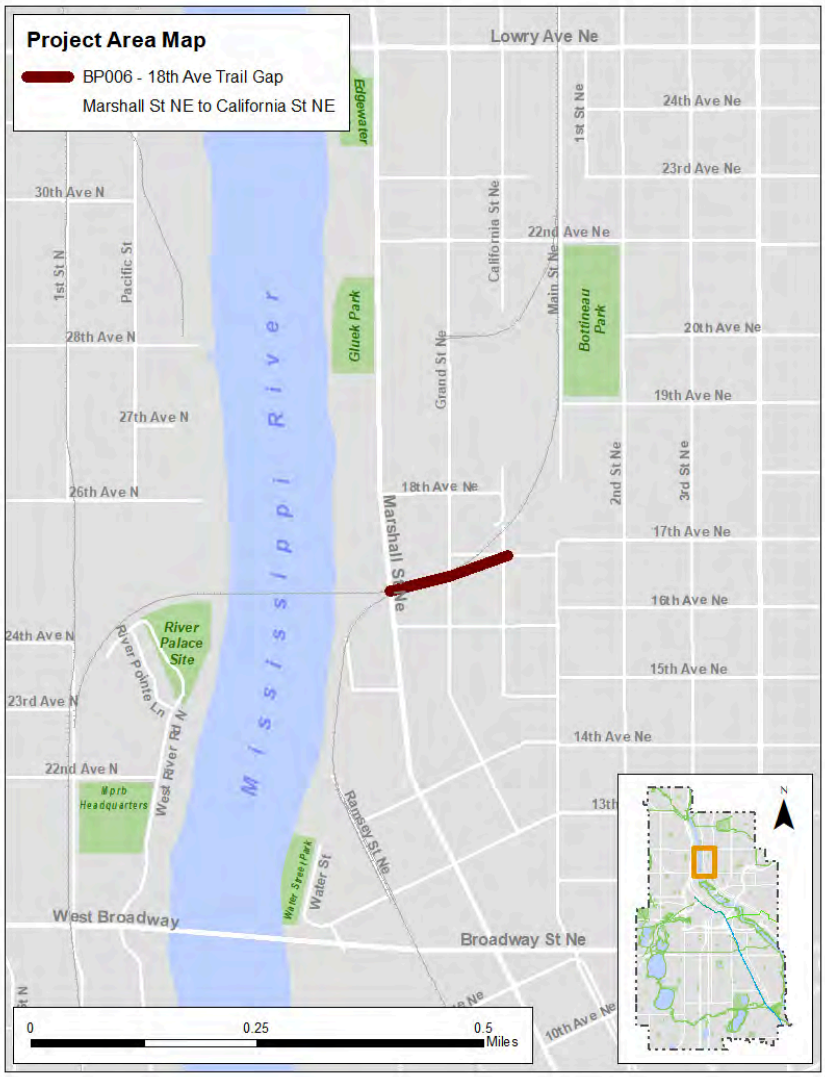
Project Description

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 as a gap and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River.

Project Visuals and Map



Project Funding and Cost Breakdown

BP006

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$870,000	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$870,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$217,500	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$565,500	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$87,000	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$870,000**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Not Applicable. Once constructed, Public Works will use the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Not Applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget. No non-City funds are connected to this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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 is identified as a Near Term Low Stress bike route on the All Ages and Abilities Network and 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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast

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:
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 BNSF. Collaboration with partners will focus on right of way ownership, acquisition of necessary transportation easements, and design treatments that work within an active rail corridor. The city will also be working with Hennepin County Public Works to determine the best crossing treatment at Marshall Street NE.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

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. The service level ranking for this project is not applicable.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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, however the new trail will accommodate pedestrians and will be designed to ADA standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for both pedestrians and bicyclists through the provision of a trail connection for people walking and biking with crosswalks, cross treatments, and providing ADA compliant curb ramps as a part of this project.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- All Ages and Abilities Network

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 proposed trail alignment is not within City right-of-way and would need an easement agreement to construct and operate in an existing railroad right of way.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2029

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 trail surface in good shape, which will be paid through the existing maintenance budget.

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:
Refer to answers above.

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bottineau Neighborhood

- White: 70.0%
- Of Color: Suppressed
  - Black or African American alone: 21.6%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Sheridan Neighborhood

- White: 71.6%
- Of Color: 26.6%
  - Black or African American alone: 17.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): 3.5%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

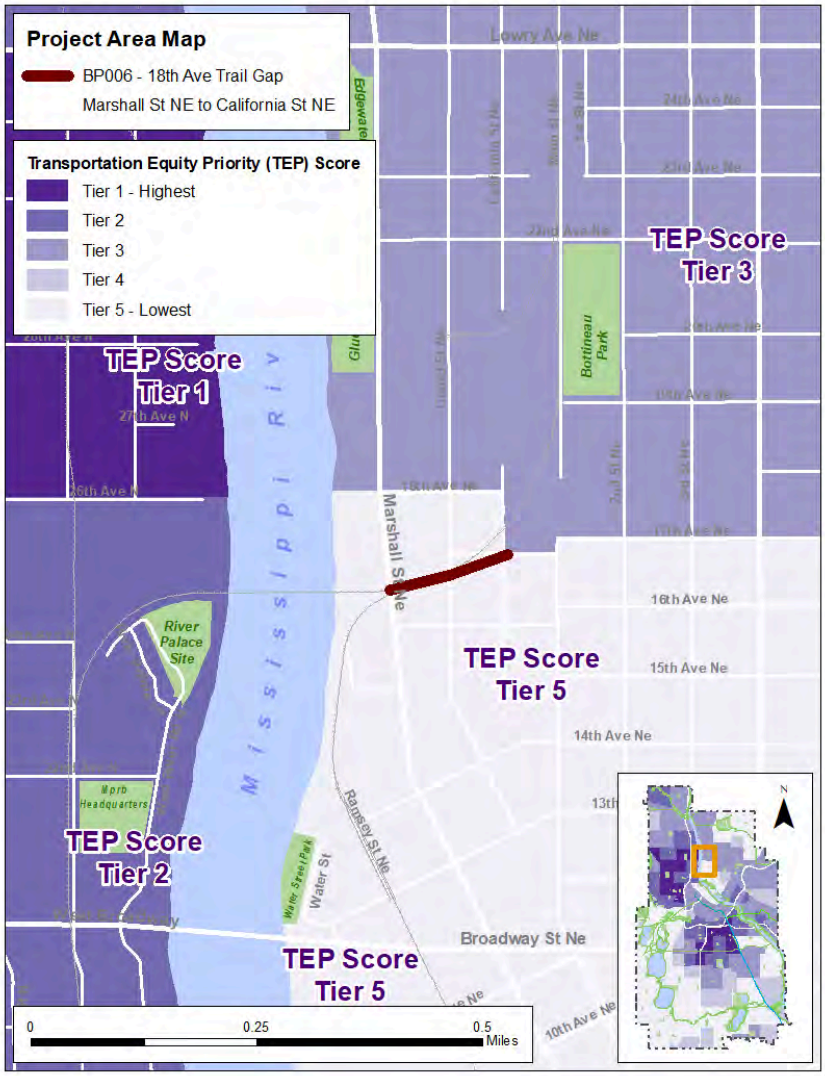
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

BP007 - Northside Greenway

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2028
Ongoing Program: Y
Current Phase: Planning
Level of Need: Important
Department Priority: 43 of 66
Submitting Agency: Public Works
Contact Person: Peter Bennett
Contact Phone Number: (612) 673-2460
Contact Email: peter.bennett@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/rgreenway-project/
Prior year(s) funding amounts: $0
Total project cost (all years): $13,016,000

Project Location:

City Sector: North
Neighborhood(s) Located: Webber-Camden, Folwell, Jordan, Near North, Harrison, and Sumner-Glenwood
Ward(s) Located: 4, 5
Description of Location: Humboldt Ave N and Irving Ave N between 44th Ave N and 4th Ave N/Van White Memorial Blvd.

Project Description

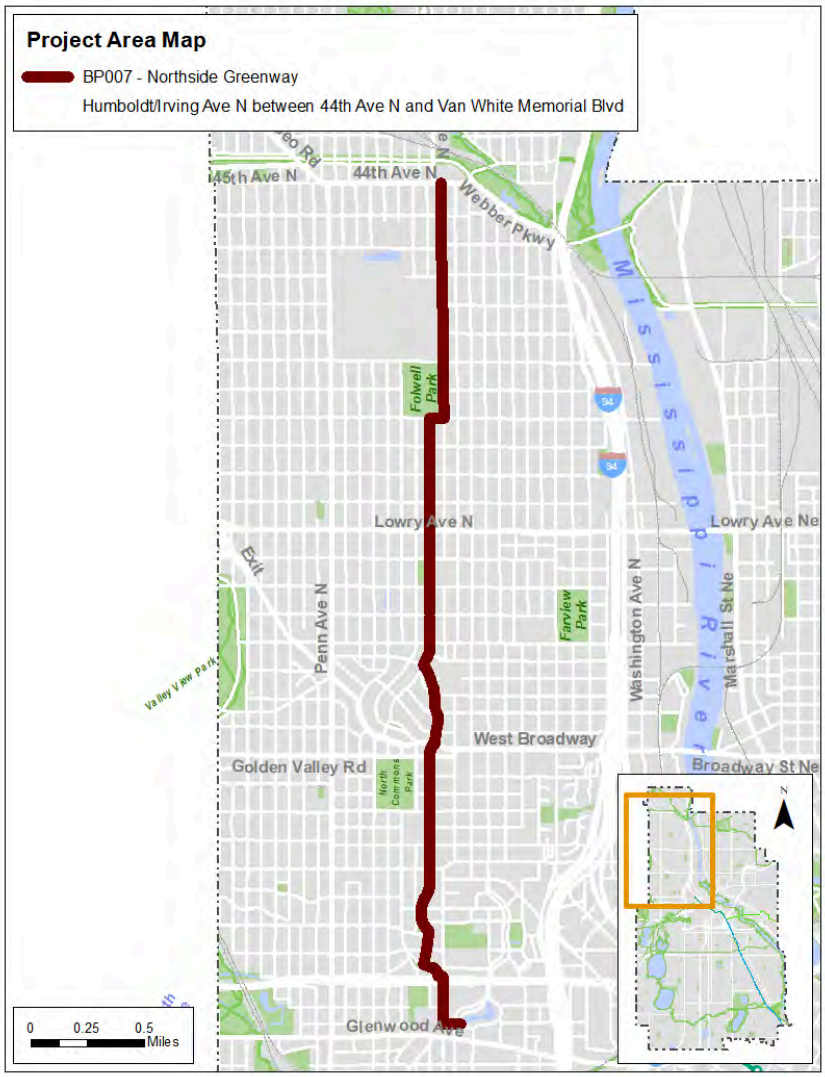
The project will create a neighborhood greenway along Humboldt/Irving Ave N for approximately four miles in North Minneapolis, extending from 44th Ave N to 4th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction and/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 Visuals and Map



Project Funding and Cost Breakdown

BP007

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$4,189,000	$2,866,000	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$3,361,000	$2,600,000	$0	$0	$0
REVENUES	**$0**	**$0**	**$7,550,000**	**$5,466,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$1,887,500	$1,366,500	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$4,907,500	$3,552,900	$0	$0	$0
GOVER - General Overhead	$0	$0	$755,000	$546,600	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$7,550,000**	**$5,466,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The Northside Greenway project is called for in the Transportation Action Plan (TAP), Strategy 1, Bicycling 1.1. The condition of the existing asset or intersection being addressed in BP007 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP007 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Pavement along this corridor contains ratings ranging from "good" to poor." Characteristics of pavement in this condition include:

- Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.
- Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.
- Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
It is Public Works' goal to maintain a good state of repair through preventative maintenance activities. deferring the projects in this program will lead to deteriorating condition of pedestrian and bicycle infrastructure and will prevent the implementation of the needed safety improvements.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
RESPONSE
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The project will create a neighborhood greenway along Humboldt/Irving Ave N for approximately four miles in North Minneapolis, extending from 44th Ave N to 4th 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 and/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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City received $4,188,954 in federal funding from Metropolitan Council via Regional Solicitation for Phase 1 of the project from 44th Ave N to 26th Ave N and received $2,865,490 in federal funding from Metropolitan Council via Regional Solicitation for Phase 2 of the project from 26th Ave N to 4th Ave N.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project will coordinate with Hennepin County and MnDOT for several road crossings, the Minneapolis Park and Recreation Board (MPRB) to connect to several parks, and the Metropolitan Council for a crossing of the planned Blue Line Extension project.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
This project has received a $251,000 grant to work with the Art in Public Places program, with the goal of including public art in the final capital project.

risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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.

On a scale of 1-5, this project has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
There is no transit service using the low-volume residential streets on the planned route for the Northside Greenway. The Metro C and D lines are parallel and intersect with the route. Connecting the greenway to these transit lines and the planned Blue Line Extension will be a focus of the project planning effort.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near-term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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 engagement on the preliminary design began in 2024, and is expected to reach a concept for layout approval in 2025. Details of this public engagement can be found on the project website.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Webber-Camden Neighborhood

- White: 32.3%
- Of Color: 64.3%
  - Black or African American alone: 30.8%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 9.4%
  - Other alone: Suppressed
  - Two or more races alone: 6.4%
- Hispanic or Latino (of any race): 19.7%

Folwell Neighborhood

- White: 29.1%
- Of Color: 69.5%
  - Black or African American alone: 37.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 12.2%
  - Other alone: Suppressed
  - Two or more races alone: 9.4%
- Hispanic or Latino (of any race): 11.5%

Jordan Neighborhood

- White: 19.6%
- Of Color: 79.5%
  - Black or African American alone: 45.6%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 12.3%
  - Other alone: Suppressed
  - Two or more races alone: 6.8%
- Hispanic or Latino (of any race): 14.2%

Near North Neighborhood

- White: 20.2%
- Of Color: 79.4%
  - Black or African American alone: 62.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 6.8%
  - Other alone: Suppressed
  - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 4.0%

Harrison Neighborhood

- White: 26.6%
- Of Color: 68.8%
  - Black or African American alone: 57.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed

    - Other alone: Suppressed
    - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Sumner-Glenwood Neighborhood

- White: 9.0%
- Of Color: 91.0%
    - Black or African American alone: 72.7%
    - American Indian and Alaskan Native alone: Suppressed
    - Asian or Pacific Islander alone: Suppressed
    - Other alone: Suppressed
    - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

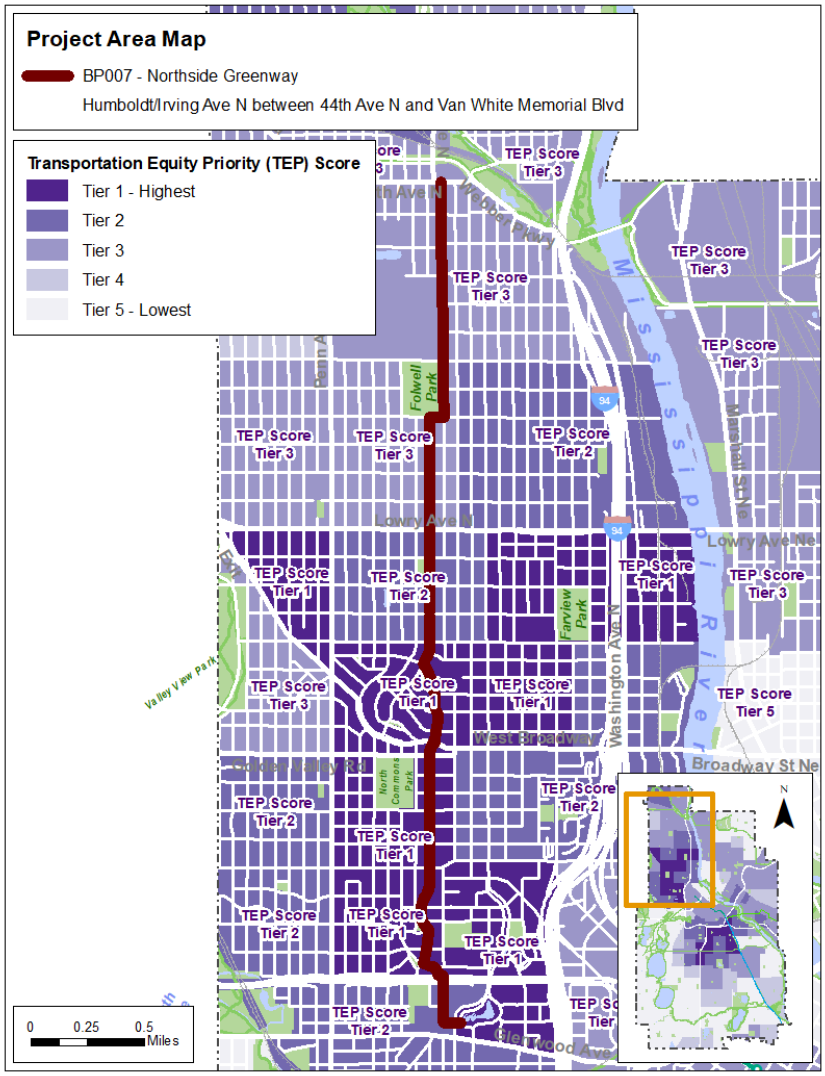
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

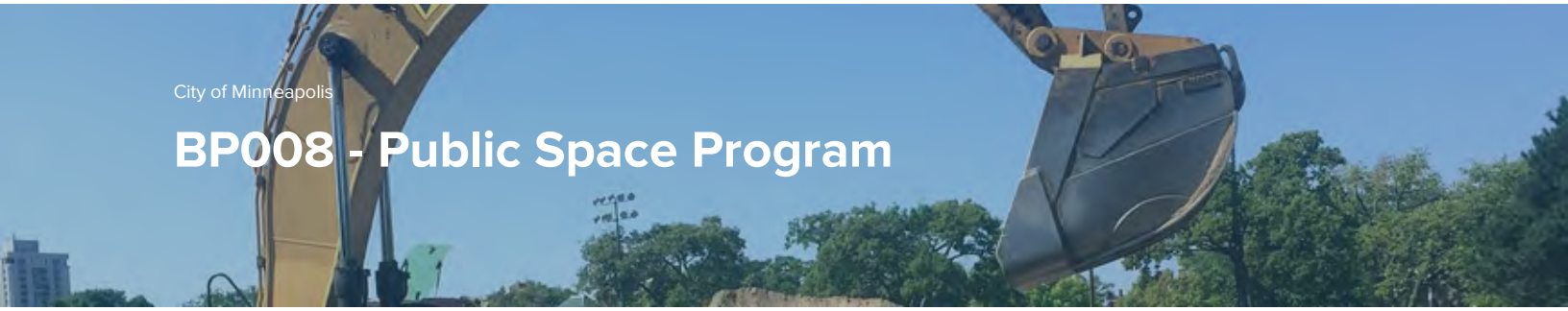
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

BP008 - Public Space Program

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning
Level of Need: Important
Department Priority: 66 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility, bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers, or other vertical features.

Purpose and Justification

In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase access to convenient, low or no carbon transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints to fund all projects and programs in line with historic service levels, particularly in 2028. The supplemental funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map

Project Title: Public Spaces Program



Plaza enhancement at underused concrete island



In-street plaza and mobility hub



Mobility hub near a bus rapid transit station



Mobility hub at a Nice Ride bike station

Minneapolis
City of Lakes

BP008 Public Spaces Program

Project information is subject to change.

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$250,000	$250,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$250,000**	**$250,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$62,500	$62,500
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$162,500	$162,500
GOVER - General Overhead	$0	$0	$0	$0	$0	$25,000	$25,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$250,000**	**$250,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
BP008 is following guidance from the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. Spaces identified for BP008 will be considered via a variety of factors, only one of which is the street and trail condition. The condition of the existing asset or the intersection/street being addressed via BP008 is not necessarily measured in terms of remaining life, but by selection criteria that prioritizes areas that are considered transit nodes and/or underutilized spaces and that support the City's safety and equity goals.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Asset condition will vary based on project location. Asset condition is based on useability of transit nodes and proximity of underutilized gathering spaces within communities citywide. This program will concentrate improvements in areas with documented historic inequities in the development of public space as defined by the Racial Equity for Transportation, the Transportation Action Plan, and other City plans and policies.

What is the expected useful life of the project/improvement?
Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years. Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained. For permanent features, the expected useful life is at least 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Not Applicable.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Preventative maintenance treatments will be needed to keep the public spaces in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces Program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility and bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers or other vertical features.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase

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:
Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

access to convenient, low or no carbon transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse.

On a scale of 1-5, this project has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Implementing the Public Spaces program will encourage community involvement and support moderate tax base growth by encouraging more community engagement and activity.

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 locations will be in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Mobility hubs, plazas, and parklets are part of an overall strategy to improve multimodal transportation choices in Minneapolis.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for both pedestrians and bicyclists - these projects will enhance access and comfort along multi-modal facilities.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Public Works is still assessing the costs of maintenance for public spaces. A pilot feasibility study was conducted in 2019. Public Works is having ongoing discussions regarding the appropriate level of maintenance for public spaces, particularly for winter operations including plowing.

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:
Maintenance costs for public spaces will vary depending on the type of facility installed. Public Works has calculated estimates for annual

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

maintenance of public spaces, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more public spaces projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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2. Ensure people with disabilities are included in technology-related options.
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Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

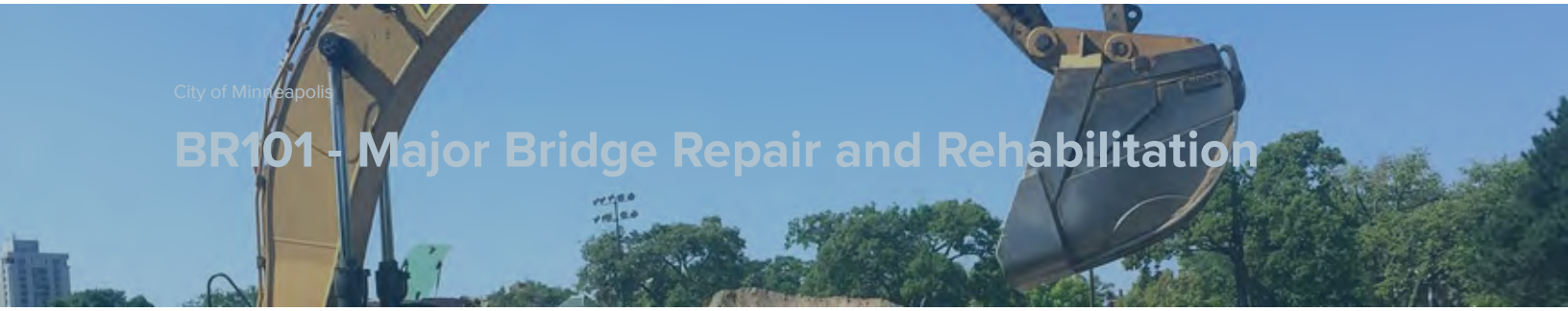
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



BR101 - Major Bridge Repair and Rehabilitation

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant / Important
Department Priority: 3 of 66
Submitting Agency: Public Works
Contact Person: Meseret Wolana
Contact Phone Number: (612) 673-3527
Contact Email: meseret.wolana@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/rbridge-repair/
Prior year(s) funding amounts: $400,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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. Tunnels that are directly underneath and support a roadway are also managed as bridges. Typical methods utilized include repairs of bridge decks, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, beam repair, repairs of delaminated concrete on the structure, corrosion mitigation, pavement striping, and painting of steel beams to extend their longevity.

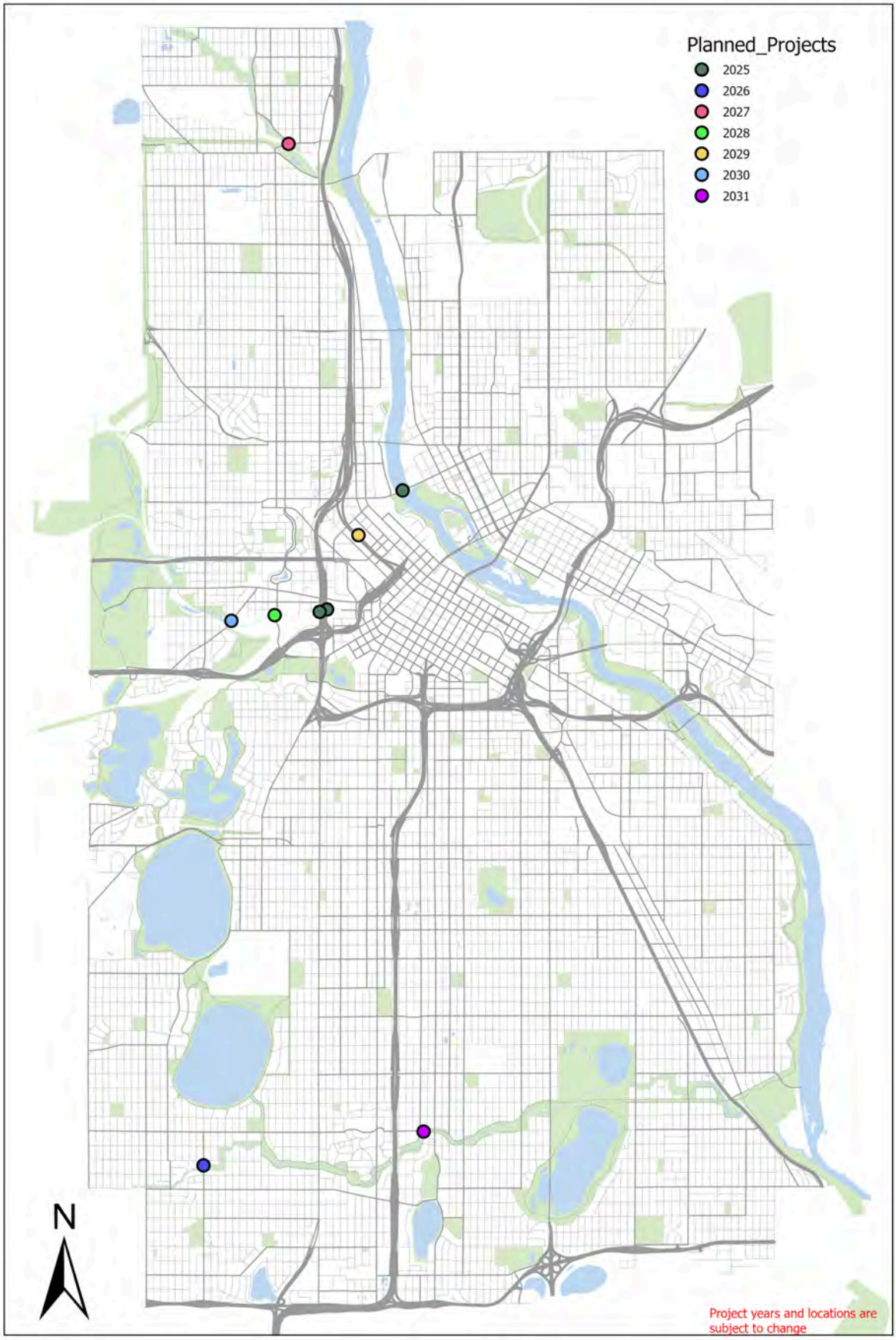
Purpose and Justification

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.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding. This creates challenges for Public Works to deliver the right project at the right time

as project costs have continued to increase. The additional funding proposed is just the first step that Public Works is taking to reevaluate the true cost to deliver projects within this program.

Project Visuals and Map



BR101 Major Bridge Repair (2025-2031) Map

Current Date: 3/24/2025

Project Funding and Cost Breakdown

BR101

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
REVENUES	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**
Expenses							
DANDPM - Design and Project Management	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
CONSTC - Construction Costs	$260,000	$260,000	$260,000	$260,000	$260,000	$260,000	$260,000
GOVER - General Overhead	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000
EXPENSES	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**

Supplemental Project Funding and Cost Breakdown

BR101A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
REVENUES	**$0**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**
Expenses							
DANDPM - Design and Project Management	$0	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
CONSTC - Construction Costs	$0	$260,000	$260,000	$260,000	$260,000	$260,000	$260,000
GOVER - General Overhead	$0	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000
EXPENSES	**$0**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Not Applicable.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
This program funding is used on bridges in good condition.

What is the expected useful life of the project/improvement?
Expected useful life depends on the specific treatments employed, typically projects have a useful life of at least 20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
The costs of deferring bridge maintenance can vary depending on the specific circumstances and the condition of the bridge. Here are some potential costs that could arise from not funding bridge maintenance: increased future maintenance costs, safety risks, decrease lifespan, traffic disruptions.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
This program funds long term maintenance needs on the City's bridge system. This program pays for major repair and rehabilitation work that is beyond the scope of annual maintenance funding. It allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City's bridges.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
The bridge asset needs to adhere to regulatory, industry and environmental standards and guidelines. The city is conducting regular structural inspections to evaluate the bridge's condition, identifying any deficiencies or areas of non-compliance with regulatory and industry standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Full service level depends year to year, typically the service level of bridges completed are a 3 on a scale of 1-5. The asset works, but not well. Proactive maintenance activities to address minor issues before they escalate into major problems, such as cleaning, vegetation control, expansion joint maintenance, patching, sealing, minor repairs, etc. These maintenance tasks are essential for preserving the structural integrity, functionality, safety, longevity of bridges and would maintain an elevated service level.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
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:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Reduce.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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:
Any unspent balance will be reallocated to current and 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 available funds.

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3. Improve transportation safety, including when taking public transit.

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2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

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3. Preserve access to destinations through design and maintenance.

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2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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What data is available or missing? How can you obtain additional data?
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Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Describe the engagement and what have you learned?
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The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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.



City of Minneapolis

BR111 - 10th Ave SE Bridge over Mississippi River

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Design
Level of Need: Critical
Department Priority: 15 of 66
Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612) 673-3884
Contact Email: oscar.weber@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/1ave-se-bridge-water/
Prior year(s) funding amounts: $66,082,133
Total project cost (all years): $67,782,133

Project Location:

Address: 10th Ave SE Bridge
City Sector: Downtown, East
Neighborhood(s) Located: Various
Ward(s) Located: 2
Description of Location: Over the Mississippi River, between the I-35W bridge and bridge No. 9

Project Description

The project proposes to complete the rehabilitation of the 10th Avenue SE Bridge over the Mississippi River and West River Parkway. This Bridge is located less than one mile east of the city hall and downtown loop, and a few blocks north of the west bank campus of the University of Minnesota. It connects Cedar Avenue on the south, across the Mississippi, with Tenth Avenue Southeast on the north.

The 10th Avenue S.E (Cedar Avenue Bridge) is a reinforced concrete, continuous-arch bridge. In the original, continuous-arch unit, it has two main spans of 265.5 feet each that cross the river channel and five flanking spans of 93 feet each, two on the northeast end and three on the southwest end. The 10th Avenue S.E Bridge (Cedar Avenue Bridge) is historically significant as an excellent example of a monumental, reinforced concrete bridge constructed in 1929.

The majority of the rehabilitation was complete in 2021 with the bridge being opened to vehicular, pedestrian and bicycle traffic. This project will install a high safety railing on top of the reconstructed concrete railing. There are existing anchor bolts that will be used to connect the safety railing.

Purpose and Justification

The purpose of this project is to complete the rehabilitation project, that was in construction from 2019-2021, by adding high safety railing to anchors installed in the concrete bridge railing.

The majority of the rehabilitation project was completed in 2021 when the bridge was reopened to traffic. Much of the recent work was done to maintain a structurally sound and safe historic river crossing and address deteriorating bridge components.

Project Visuals and Map



Project Funding and Cost Breakdown

BR111

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
321514 - Municipal State Aid	$1,000,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$700,000	$0	$0	$0	$0	$0
REVENUES	**$1,700,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses						
DANDPM - Design and Project Management	$425,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$1,105,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$170,000	$0	$0	$0	$0	$0
EXPENSES	**$1,700,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for the 10th Ave Bridge is Fair.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 75 years. Bridge Rehabilitation extend the life of the bridge elements that were repaired by at least 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Deferring this project leaves the overall vision of the initial rehabilitation incomplete, and impedes the timely implementation of bike and pedestrian safety measures.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The trail on the bridge currently operates as a 2 ways shared bike and pedestrian facility. The bridge is identified along Existing High Frequency Transit Network bike route in the Transportation Action Plan. Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to estimate long-term funding level requirementsand prioritize projects. Issues which may 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 objective is to maintain a high level of bridge safety.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No grants or non-city funding has been secured at this time.

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:

- University of Minnesota and Minneapolis Park and Recreation Board

Collaboration with partners will focus on:

- University temporary construction license that the city requested for the use of the University's Property in the "Bridge Work and Staging Areas" and the "Access Routes"
- Collaboration with MPRB for the potential detour of vehicles, bicyclists and pedestrians in the bridge work and staging areas.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works, but is not fully complete. The current NBI bridge condition rating for the 10th Ave Bridge is Fair.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 10th Ave Bridge is on the Pedestrian Priority Network, it has an All Ages and Abilities bikeway, and carries transit routes.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network
- Pedestrian Priority Network

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve safety for both pedestrians and bicyclists using the Bridge. The 10th Ave S bridge provides a significant bicycle and pedestrian connection between Downtown and the University of Minnesota. Pedestrian and bicyclists will benefit from the addition of the safety railing.

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 modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 bridge in good shape. This will be paid for by the existing annual operating budget.

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 has been ongoing for multiple years and is completing individual project elements each construction 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Cedar Riverside Neighborhood

- White: 26.0%
- Of Color: 73.0%
  - Black or African American alone: 57.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 7.7%
  - Other alone: Suppressed
  - Two or more races alone: 4.0%
- Hispanic or Latino (of any race): 2.7%

University of Minnesota Neighborhood

- White: 73.3%
- Of Color: 24.3%
  - Black or African American alone: 3.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 13.8%
  - Other alone: Suppressed
  - Two or more races alone: 4.4%
- Hispanic or Latino (of any race): 4.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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This project is in, or borders, Census tracts with TEP scores in tiers 2 and 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most

impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Analysis

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City of Minneapolis

BR127 - Nicollet Ave over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2027
Ongoing Program: N
Current Phase: Design
Level of Need: Critical
Department Priority: 8 of 66
Submitting Agency: Public Works
Contact Person: Ahmed Omar
Contact Phone Number: (612) 673-3612
Contact Email: ahmed.omar@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/rave-bridge/
Prior year(s) funding amounts: $0
Total project cost (all years): $63,500,000

Project Location:

City Sector: Southwest
Neighborhood(s) Located: Tangletown
Ward(s) Located: 11
Description of Location: Nicollet Avenue over 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 56.6. 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 loosen 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

NICOLLET AVE S OVER MINNEHAHA CREEK

Minneapolis
City of Lakes





Major Crack & Concrete Deterioration on Arch Rib





Project information is subject to change.

BR127 Nicollet Ave S over Minnehaha Creek

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$41,304,000	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
321510 - Minn Depart Of Transportation	$0	$8,576,000	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$3,600,000	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$53,480,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$13,370,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$34,762,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$5,348,000	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$53,480,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Supplemental Project Funding and Cost Breakdown

BR127A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$10,020,000	$0	$0	$0	$0	$0
REVENUES	**$0**	**$10,020,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$2,505,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$6,513,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$1,002,000	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$10,020,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
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.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The 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 50 years expected useful life of the structure.

What is the expected useful life of the project/improvement?
Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. Currently serves as a connector with 7' bike lanes and a raised 12' sidewalks on both sides of the bridge, and 11' two-way traffic lanes. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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."

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes. The City has been awarded about $34,304,000 in federal funding from the Bridge Investment Program (BIP), $7,000,000 in federal funding through the Metropolitan Council's Regional Solicitation, and $8,576,000 in state funding through the MnDOT Infrastructure Investment and Jobs Act (IIJA) Match Program.

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

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This project partners with MnDOT State Aid, Minneapolis Park and Recreation Board, Metro Transit, Minnehaha Creek Watershed District, and neighborhood groups. Collaboration with partners will focus on construction activities, detour of vehicular and multi modal system users.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

The existing Bridge rates “fair” in this category which requires major rehabilitation work.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City’s tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City’s:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
This project partners with MnDOT State Aid, Minneapolis Park and Recreation Board, Metro Transit, Minnehaha Creek Watershed District, and neighborhood groups. Collaboration with partners will focus on construction activities, detour of vehicular and multi modal system users.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Construction starts in 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Tangletown

- White: 82.5%
- Of Color: Suppressed
  - Black or African American alone: 10.1%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.4%
- Hispanic or Latino (of any race): 2.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

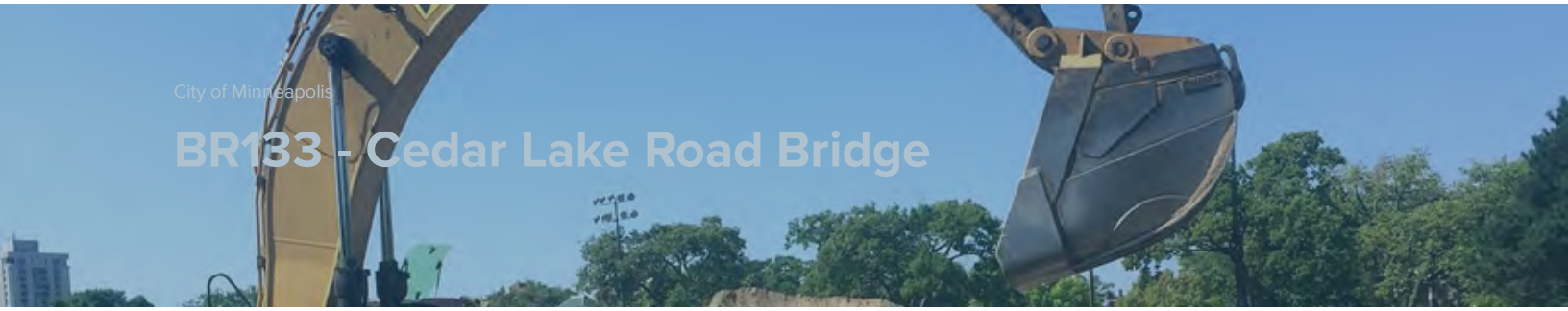
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

BR133 - Cedar Lake Road Bridge

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 10 of 66
Submitting Agency: Public Works
Contact Person: Abdullahi Abukar
Contact Phone Number: (612) 673-2463
Contact Email: abdullahi.abukar@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/c
lake-rd-bridge/
Prior year(s) funding amounts: $0
Total project cost (all years): $10,070,000

Project Location:

City Sector: North
Neighborhood(s) Located: Bryn Mawr, Harrison
Ward(s) Located: 5, 7
Description of Location: Cedar Lake Road Bridge (Over BNSF Railroad)

Project Description

The proposed project will reconstruct approximately 280’ of Cedar Lake Road Bridge over BNSF between Morgan Ave S and Cedar Lake Road Bridge over CP Rail and Bassett Creek. Currently, the corridor includes 142’ foot bridge that spans over BNSF railroad. The approach road includes at grade unprotected bike lanes in both directions, two vehicular lanes and sidewalks on both sides of the roadway. The area along the project corridor includes residential single-family homes, park area owned and operated by the Minneapolis Park & Recreational Board, and BNSF Railway undercrossing. The bridge currently has a width restriction of 36 feet and a load posting of 20 Tons due to deficiencies in the substructure and superstructure. The project is a bridge reconstruction project involving the entire right-of-way and will include bridge replacement, new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include lighting improvements, new signage, and new pavement markings, as needed.

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. This bridge is owned by the BNSF railroad. The City is responsible for routine bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating for the Deck, Superstructure and substructure are “5”, “5” and “4” respectively. Conditions are 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 bridge and it is prudent to replace the whole structure and able to accommodate potential non-motorized use. This project also provides an opportunity to improve the pedestrian realm by improving the bicycle facility, and ADA ramps. This corridor serves an estimated 460 people walking, 160 people biking, and 1500 people driving per day.

Project Visuals and Map

CEDAR LAKE ROAD BRIDGE

Minneapolis
City of Lakes





Project information is subject to change.

BR133 Cedar Lake Road Bridge

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$4,855,000	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$2,000,000	$0	$0	$0	$0	$0
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0	$0
322502 - Other Local Payments	$0	$1,375,000	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$1,840,000	$0	$0	$0	$0	$0
REVENUES	**$0**	**$10,070,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$2,517,500	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$6,545,500	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$1,007,000	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$10,070,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 70 years with properly timed maintenance and repair. Public Works manages the local bridges based upon the expected bridge life span through a series of reoccurring inspection and maintenance such as deck overlay, joint rehabilitation, other maintenance treatments that extend the functional lifespan of the City's bridges.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The bridge is currently adequate and in fair standing according to the bridge inspection report; but a timber bridge has a shorter life span than a concrete bridge and it is nearing its functional life span. Rehabilitation will not be a sufficient option on a timber bridge greater than 30 years old. A load rating has already been posted and soon the bridge will require major rehabilitation if not replaced.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 70 years. Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Cedar Lake Road Bridge over BNSF currently serves as a connector bike path with 5' bike lanes on both sides of the bridge. Cedar Lake Road is not currently on the pedestrian priority network, and the facility for pedestrians has been closed due to deterioration of the bridge. The street currently does not have planned transit operating on the corridor.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
A full service for this project entails a full bridge replacement with upgrades to the pedestrian realm. 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 routine 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

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:
The City was awarded $4,854,400 in federal funding through the Metropolitan Council Regional Solicitation.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include BNSF. Collaboration with BNSF will focus on upgrading the grade separation and transferring ownership of the bridge to City of Minneapolis. The project will also coordinate with Minneapolis Park & Recreation Board and the MnDOT.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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 bridge and it is prudent to replace the whole structure and able to accommodate potential non-motorized use.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Railroad standards have been updated since this bridge was erected in 1941. The new vertical clearance requirement for spanning a BNSF railroad corridor requires the current bridge to be raised over 4' to accommodate. This creates a constrained condition within the right of way to meet the required vertical clearance and meet ADA guidelines.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
Design for the project is mostly complete.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built En

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- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.

- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bryn-Mawr Neighborhood

- White: 82.4%
- Of Color: 17.2%
  - Black or African American alone: Suppressed
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 4.2%
  - Other alone: Suppressed
  - Two or more races alone: 5.2%
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of "build organizational empathy" and "lead with a racial equity approach", both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

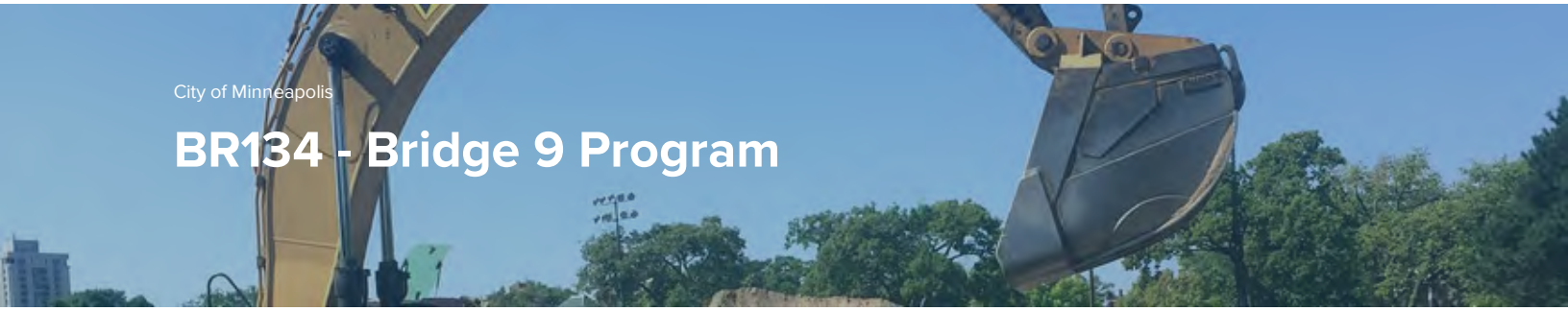
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

BR134 - Bridge 9 Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2027
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Critical
Department Priority: 14 of 66
Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: (612) 673-2368
Contact Email: petru.vizoli@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/b9/
Prior year(s) funding amounts: $2,300,000
Total project cost (all years): $24,430,000

Project Location:

City Sector: Downtown East
Neighborhood(s) Located: Cedar Riverside, University
Ward(s) Located: 2
Description of Location: Over the Mississippi River, south of I-35W bridge and 10th Ave S bridge

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 2018 were 1,450 for bicyclists and 540 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 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

The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life”. Public Works recognizes the impact of racism in transportation systems and this project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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. Repairs at Pier 6 and 7 were completed in 2020 , Pier 5 in 2022 , Pier 2 and East Bluff Stabilization in 2023.

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.

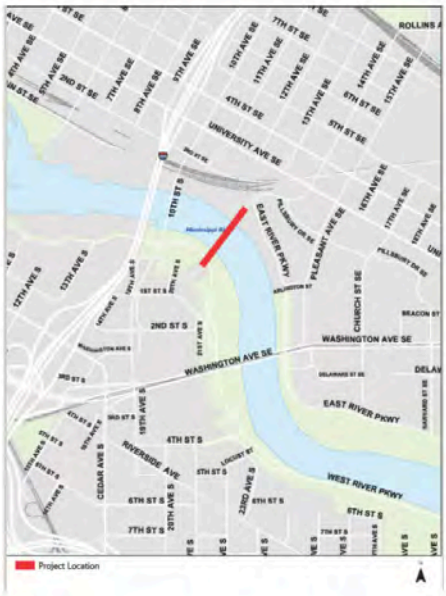
Abutment 1 wingwalls reconstruction and approach decks (east and west side) replacement are considered priority 1 in 2024 and 2025.

Project Visuals and Map

BR134
BRIDGE NO. 9 PROGRAM

Minneapolis
City of Lakes







Project information is subject to change.

BR134 Bridge No. 9 Program

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$2,300,000	$4,750,000	$5,620,000	$0	$0	$0	$0
REVENUES	**$2,300,000**	**$4,750,000**	**$5,620,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$575,000	$1,187,500	$1,405,000	$0	$0	$0	$0
CONSTC - Construction Costs	$1,495,000	$3,087,500	$3,653,000	$0	$0	$0	$0
GOVER - General Overhead	$230,000	$475,000	$562,000	$0	$0	$0	$0
EXPENSES	**$2,300,000**	**$4,750,000**	**$5,620,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair. It is estimated that the expected useful life of the rehabilitated Bridge #9 to be around 50 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 75 years. Bridge Rehabilitation extend the life of the bridge elements that were repaired by at least 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The trail on the bridge currently operates as a 2 ways shared bike and pedestrian facility and is not planned to have transit operating on the corridor. The bridge is identified along Existing High Frequency Transit Network bike route in the Transportation Action Plan. Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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. Repairs at Pier 6 and 7 were completed in 2020 , Pier 5 in 2022, Pier 2 and East Bluff Stabilization work in 2023.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No grants or non-city funding has been secured at this time.

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: University of Minnesota and Minneapolis Park and Recreation Board
Collaboration with partners will focus on:

- University temporary construction license that the city requested for the use of the University's Property in the "Bridge Work and Staging Areas" and the "Access Routes"
- Collaboration with MPRB for the potential detour of vehicles, bicyclists and pedestrians in the bridge work and staging areas.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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.

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works but needs priority rehabilitation work. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

Abutment 1 wingwalls reconstruction and approach decks (east and west side) replacement are considered priority 1 in 2024 and 2025.

On a scale of 1-5, this program has a service level between 1 and 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
Yes, the project will improve facilities for both pedestrians and bicyclists. 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.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
($4,500)

Year that Operating Incr/(Decr) will take effect?
2027

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:
This project has been ongoing for multiple years and is completing individual project elements each construction 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:
For annual programs such as BR134, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Cedar Riverside Neighborhood

- White: 26.0%
- Of Color: 73.0%
  - Black or African American alone: 57.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 7.7%
  - Other alone: Suppressed
  - Two or more races alone: 4.0%
- Hispanic or Latino (of any race): 2.7

University of Minnesota Neighborhood

- White: 73.3%
- Of Color: 24.3%
  - Black or African American alone: 3.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 13.8%
  - Other alone: Suppressed
  - Two or more races alone: 4.4%
- Hispanic or Latino (of any race): 4.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

BR137 - Nokomis Ave S Bridge over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 9 of 66
Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612) 673-3884
Contact Email: oscar.weber@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $1,350,000

Project Location:

City Sector: South
Neighborhood(s) Located: Ericsson
Ward(s) Located: 12
Description of Location: Nokomis Ave S over Minnehaha Creek

Project Description

The proposed project will rehabilitate the 41' Nokomis Avenue Bridge over Minnehaha Creek. This project proposes the major repair and renovation of the Nokomis Avenue Bridge over Minnehaha Creek between 46th Street East and 47th Street East. Currently, the corridor includes a 41' bridge that spans over Minnehaha Creek. The approach road includes 2 vehicular lanes and sidewalks on both sides. The area along the corridor includes residential single-family homes and the Minnehaha Creek undercrossing. The project is a bridge rehabilitation project involving the bridge deck and structural components of the bridge superstructure. The existing bridge is a single span concrete girder bridge, 41 feet long and 56 feet wide. The original bridge was built in 1922. This bridge is a part of the grand rounds historic district and sees a high number of pedestrian traffic. The ADT for peds and bikes are 450 and 250 respectively.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1922. The bridge is currently 103 years old. Vehicle traffic volumes (ADT) on the bridge were 790 (surveyed in 2011) with 250 bicyclists and 450 pedestrians (surveyed in 2016).

Project Visuals and Map

NOKOMIS AVE OVER MINNEAHAHA CREEK

Minneapolis
City of Lakes







Project information is subject to change.

BR137 Nokomis Ave Over Minneahaha Creek

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$1,350,000	$0	$0	$0	$0	$0
REVENUES	**$0**	**$1,350,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$337,500	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$877,500	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$135,000	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$1,350,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Nokomis Ave S bridge is fair condition.

What is the expected useful life of the project/improvement?
The functional lifespan of the rehabilitated bridge elements is anticipated to be at least 50 years with properly timed maintenance and repair.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Nokomis Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Near-Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure has a NBI condition rating of 5 which would be described that the bridge is in fair condition. This bridge is currently 103 years old and the most cost-effective method to rehabilitate the bridge is to replace the superstructure, approach panels and protective coating in the substructure.

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:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 project is located adjacent to an existing high-volume off-road trail, the Minnehaha Parkway Regional trail. The project shall retain wide sidewalks on the bridge and ensure ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 bridge surface in good shape. This will be paid for by the existing annual operating budget.

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 completing preliminary design and public involvement in 2025, completing the design in 2025 and construction in 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Ericsson Neighborhood

- • White: 86.2%
  - Of Color: Suppressed
    - Black or African American alone: Suppressed
    - American Indian and Alaskan Native alone: Suppressed
    - Asian or Pacific Islander alone: 2.2%
    - Other alone: Suppressed
    - Two or more races alone: 3.2%
  - Hispanic or Latino (of any race): 3.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in a census tract with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

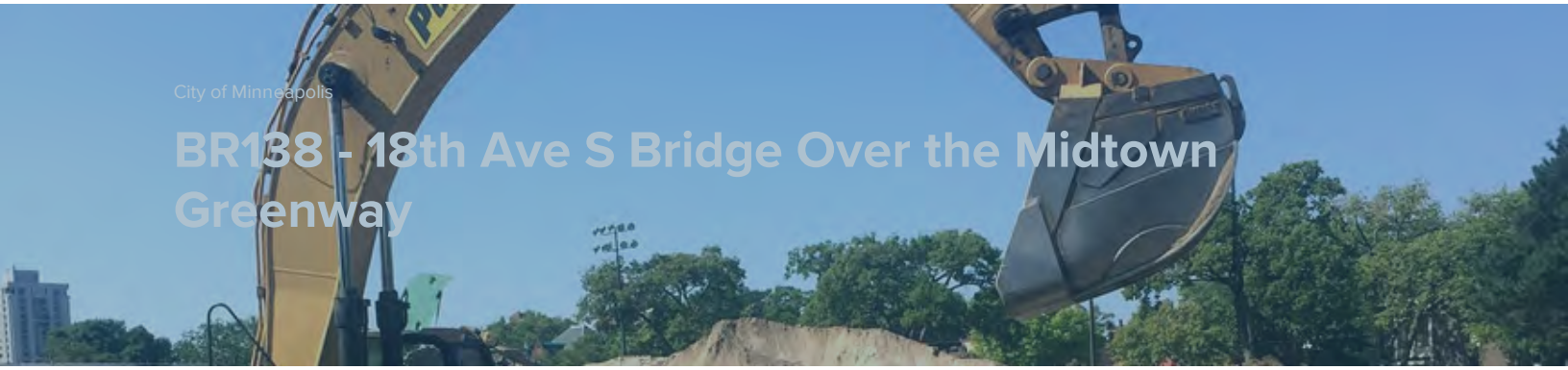
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



BR138 - 18th Ave S Bridge Over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2027
Ongoing Program: N
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 11 of 66
Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: (612) 673-2368
Contact Email: petru.vizoli@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/18ave-s-bridge-midtown-greenway/
Prior year(s) funding amounts: $0
Total project cost (all years): $12,875,000

Project Location:

City Sector: Southeast
Neighborhood(s) Located: East Phillips
Ward(s) Located: 9
Description of Location: 18th Ave. S. over Midtown Greenway

Project Description

Between 1915-1916 the Chicago, Milwaukee and Saint Paul Railroad constructed a series of bridges to separate railroad traffic from city streets. The bridges are identical in plan, dimension, and ornamental detail. Each structure is a three-span, cast-in-place, reinforced-concrete T-beam that rests on round-arch piers. The railings, parapet walls, and wingwalls feature modest Classic Revival details, including ornamental recessed panels and pilasters. Beginning in 2000 the rail lines were removed and the grade separated corridor was converted to a recreational trail, known as the Midtown Greenway, and maintained by the City of Minneapolis.

The 18th Avenue Bridge over the Midtown Greenway (State Bridge L8923) carries vehicular and pedestrian traffic over the Midtown Greenway in the City of Minneapolis. The bridge was constructed in 1916 as a three-span structure and is a contributing element in the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District.

The overall bridge length is approximately 95 feet and the bridge width from curb to curb is 32 feet with an 8 foot sidewalk on both sides of the bridge.

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. In recent years a large modern trail ramp at the northwest corner was added.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1916.

The bridge is currently 109 years old and reached a deficiency rating that is requiring replacement.
Vehicle traffic volumes(ADT) on the bridge were 980 (surveyed in 2011), with 450 Cyclists and 210 Pedestrians (both surveyed in 2016).

Project Visuals and Map

18TH AVE S OVER MIDTOWN GREENWAY

Minneapolis
City of Lakes



Project information is subject to change.

BR138 18th Ave S over Midtown Greenway

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$6,000,000	$0	$0	$0	$0
322000 - County Grants	$0	$0	$2,598,000	$0	$0	$0	$0
322502 - Other Local Payments	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$4,277,000	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$12,875,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$3,218,750	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$8,368,750	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$1,287,500	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$12,875,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for 18th Ave S bridge is poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

18th Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a one way two lanes roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. However, the bridge connects the Midtown Greenway ramp (located on NW corner of the bridge) with a planned Low Stress bike route located on E 29th St (west side of the bridge). Estimated daily trips (EDT) for 2016 were 450 for bicyclists ,210 for pedestrians. ADT for vehicles in 2011 was 980. The bridge is one block away from one important commercial corridor (Lake St).

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Deficiencies and deterioration are evident in all major bridge components including the bridge deck,

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes. A total of $6,000,000 of federal funding through Bridge Formula Program (BFP) has been awarded. BFP funding can pay 100% of construction costs with no required local match.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Yes. A total of $6,000,000 of federal funding through Bridge Formula Program (BFP) has been awarded. BFP funding can pay 100% of construction costs with no required local match. Hennepin County Regional Railroad Authority (HCRRA) will also be contributing 50% of construction and design costs that are in excess to the 6.3 million.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRA) and State Historic Preservation Office (SHPO).
Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRA)- Right of Way management
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

superstructure, and substructure. Currently the structure currently has a NBI condition rating of 4 which would be described that the bridge is in poor condition.

A Special inspection and load rating report was performed in January 2024. Due to load capacity issues, it was determined to restrict the loading on the bridge. The bridge posting keeping both lanes open would be 12T. Shifting traffic and keeping only one lane open would improve the loading capacity to 26T. Currently the bridge is restricted to one lane and posted to 26T vehicular traffic.
The bridge is also open for pedestrians and bicyclists.

This bridge is currently 109 years old and the most cost-effective method to rehabilitate the bridge is replacement.

On a scale of 1-5, this project has a service level of 1.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 project is located on a low-volume pedestrian corridor. The estimated pedestrian daily trips over the bridge at the project location was 210 in 2016. The bridge also connects the Midtown Greenway ramp (located on NW corner of the bridge) with a planned Low Stress bike route located on E 29th St (west side of the bridge). Estimated daily trips (EDT) for 2016 were 450 for bicyclists.

The project shall improve the transit experience by implementing wide sidewalks, protected bikeways and ADA improvements including ADA compliant ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP.

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 2025, completing the design in 2026 and construction in 2027.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

East Phillips Neighborhood

- White: 16.7%
- Of Color: 80.2%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: 10.4%
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 43.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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3. Build and maintain higher levels of pedestrian scale lighting.

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

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1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

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1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
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1. Build long-term relationships and provide training on accessing new modes of travel.
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What data is available or missing? How can you obtain additional data?
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This project is in, or borders, Census tracts with a TEP score in tier 1.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
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Describe the engagement and what have you learned?
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How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable



City of Minneapolis

BR139 - Grand Ave S Bridge Over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2027
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 12 of 66
Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: (612) 673-2368
Contact Email: petru.vizoli@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $12,275,000

Project Location:

City Sector: Southeast
Neighborhood(s) Located: Whittier
Ward(s) Located: 10
Description of Location: Grand Ave S over Midtown Greenway

Project Description

The Grand Ave S Bridge over the Midtown Greenway is a historic bridge located in the Chicago Milwaukee and St. Paul Grade Separation Historic District. The bridge is an important contributing member to the district. Grand Ave bridge is a 3-span structure spanning over Hennepin County Regional Railroad Authority (HCRRA) and the Midtown Greenway. The bridge was built in 1915 grade separate the railroad and City streets. Overtime the bridge has deteriorated, and deficiencies are evident in all major bridge components, including the bridge deck, superstructure, and substructure.

The Grand Ave S corridor includes an 8’ sidewalk and boulevard on both sides of the street, accommodating vehicular and pedestrian traffic. The corridor offers one-way southbound vehicular traffic. The bridge length is 106 feet, with a width from curb to curb of 30 feet.

Purpose and Justification

The Grand Ave S bridge is a 3-span bridge built in 1915 to grade separate the railroad and Grand Ave. The bridge is owned by HCRRA. The bridge condition rating for this bridge’s substructure is a “5”, the rating for the superstructure is a “5” and the rating for the deck is a “5”. Conditions are on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The Grand Ave S bridge rates as “fair” on the overall condition.

The Grand Ave corridor serves an ADT of 986 (2018) and EDT for Pedestrians of 360 (2016) and an EDT for cyclists of 90 (2016). The Grand Ave S Bridge over the Midtown Greenway project will address the deficiencies of

the bridge components, improve functionality and safety, preserve historic character, and improve the public realm.

Project Visuals and Map

GRAND AVE OVER MIDTOWN GREENWAY

Minneapolis
City of Lakes







Project information is subject to change.

BR139 Grand Ave over Midtown Greenway

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$6,300,000	$0	$0	$0	$0
322000 - County Grants	$0	$0	$2,060,000	$0	$0	$0	$0
322502 - Other Local Payments	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$3,915,000	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$12,275,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$3,068,750	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$7,978,750	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$1,227,500	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$12,275,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Grand Ave S bridge is in fair condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Grand Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2016 were 90 for bicyclists, 360 for pedestrians. ADT for vehicles in 2018 was 986.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 5 which would be described that the bridge is in fair condition.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
A total of $6,300,000 of federal funding through Bridge Formula Program (BFP) has been awarded. BFP funding can pay 100% of construction costs with no required local match.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
A total of $6,300,000 of federal funding through Bridge Formula Program (BFP) has been awarded. BFP funding can pay 100% of construction costs with no required local match. Hennepin County Regional Railroad Authority (HCRRA) will also be contributing 50% of construction and design costs that are in excess to the 6.3 million.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRA) and State Historic Preservation Office (SHPO).
Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- MnDOT – Cultural Resources Unit
- Hennepin County Regional Railroad Authority (HCRRA)- Right of Way management
- Federal Highway Administration
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges and Midtown Exchange building

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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. This will be paid for by the existing annual operating budget.

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 2025, completing the design in 2026 and construction in 2027.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier Neighborhood

- White: 52.8%
- Of Color: 44.0%
  - Black or African American alone: 23.3%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 3.5%
  - Other alone: Suppressed
  - Two or more races alone: 5.7%
- Hispanic or Latino (of any race): 13.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



BR140 - Stevens Ave over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 13 of 62
Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612) 673-3884
Contact Email: oscar.weber@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $1,500,000

Project Location:

City Sector: South
Neighborhood(s) Located: Tangletown
Ward(s) Located: 11
Description of Location: Stevens Ave S. over Minnehaha Creek

Project Description

Bridge 9612 is a single-span, concrete girder bridge completed in 1962 by the Minnesota Department of Highways. The bridge is designated a contributing structure within the National Register eligible Grand Rounds Historic District. The Minnesota Department of Transportation Local Historic Bridge Report indicates the bridge is significant for its overall design aesthetic and high artistic value.

The bridge crosses Minnehaha Creek between Nicollet Avenue and I-35W. One lane of Stevens Avenue traffic operates in each direction. Sidewalks, 5’-0” in width, are located on each side of the bridge. Minnehaha Parkway westbound is located at the north end of the bridge. Minnehaha Parkway eastbound is located on the south end of the bridge. Pedestrian trails following Minnehaha Parkway are located south of the bridge.

The proposed project will rehabilitate the existing bridge superstructure, deck and facia girders, improving safety for all bridge users.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1962. The bridge is currently 63 years old. Vehicle traffic volumes (ADT) on the bridge were 2,419 (surveyed in 2013). The Structure Inventory Report lists the Local Planning Index at 74 (out of 100), following the 2021 Routine Inspection by the City. The NBI condition rating for the deck is 5 (out of 9). The superstructure is rated at 6. Replacing the deck and superstructure will maximize the useful life of the structure.

Project Visuals and Map

STEVENS AVE S OVER MINNEHAHA CREEK

Minneapolis
City of Lakes





Deck Patching and joint repairp



Steel lintel at north abutment



Bridge Location Map

Project information is subject to change.

BR140 Stevens Ave S Over Minnehaha Creek

Write a title for the content below

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,500,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$375,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$975,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$150,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Stevens Ave S bridge is Fair.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Stevens Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. ADT for vehicles in 2013 was 2,419. The bridge crosses Minnehaha Creek between Nicollet Avenue and I-35W. One lane of Stevens Avenue traffic operates in each direction. Sidewalks, 5’-0” in width, are located on each side of the bridge. Minnehaha Parkway westbound is located at the north end of the bridge. Minnehaha Parkway eastbound is located on the south end of the bridge. Pedestrian trails following Minnehaha Parkway are located on both ends of the bridge.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The abutments and wing walls appear to be stable. No evidence of abutment settlement or other movement was observed. The faces of both abutments have

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
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:
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

extensive spalling and exposed reinforcement exhibiting significant section loss. Vertical cracks with efflorescence are visible at both abutment faces.

The steel angle supporting the masonry on the fascia beam is significantly corroded. Pitting, flaking rust and section loss are visible on the entire length of exposed portions of the angle on both sides. The corrosion is worst near the faces of the abutments.

Utility openings were constructed between the facia girders and adjacent interior girders. The original plans call for 8-inch masonry to fill these openings. It does not appear that any utilities were ever installed. No utilities are visible under the deck.

Large areas of the deck have been previously repaired. Patching is evident over more the 50% of the top of deck area. Sidewalks exhibit some longitudinal and transverse cracking. A sealant has been applied at the joint between the masonry railing and edge of sidewalk. Efflorescence and rust stains are visible on the underside of the deck. Small vertical cracks are visible on multiple girders near the abutments.

Deck joint repairs are evident at both ends of the bridge. The sealed joints were filled.

Masonry is generally in good condition. Some capstones on the east railing have a delaminated top surface and full depth chips. The brass pins intended to interlock the capstones are visible in some places. Isolated areas of masonry, particularly at abutment corners, have cracks through the 6-inchthick limestone. There are areas where the mortar joints have eroded. Most of the damage to masonry appears to be from freeze-thaw damage.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 project is not adjacent to any existing or planned transitways. The project will consider ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not on any of the City's TAP identified networks.

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Parkway

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 bridge surface in good shape. This will be paid for by the existing annual operating budget.

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 completing preliminary design and public involvement in 2028, completing the design in 2029 and construction in 2030.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Tangletown Neighborhood

- White: 82.2%
- Of Color: Suppressed
  - Black or African American alone: 10.1%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.4%
- Hispanic or Latino (of any race): 2.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

BR141 - Plymouth Ave over the Mississippi River

Project Details:

Project Start Date: 04/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 16 of 66
Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612)673-3884
Contact Email: oscar.weber@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $5,300,000

Project Location:

Address:
City Sector: Downtown, East
Neighborhood(s) Located: St. Anthony East, North Loop
Ward(s) Located: 3
Description of Location: Plymouth Ave over the Mississippi River

Project Description

The proposed project will rehabilitate the Plymouth Ave bridge over the Mississippi River, State Bridge 27611. The bridge is a 934 foot post-tensioned box Girder structure, originally constructed in 1980. The proposed project anticipates replacing Bearings, Milling and Overlaying the deck, and upgrading the existing bollard protected bikeway to a curb protected bike facility. Plymouth Avenue is a Municipal State Aid street and becomes 8th Ave NE once the street reaches the East bank of the river. The bridge connects the North Loop to St. Anthony East near the Boom Island and Graco parks.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1980. The bridge is currently 45 years old. Vehicle traffic volumes (ADT) on the bridge were 9067 (surveyed in 2016). The Plymouth Ave Bridge over the Mississippi River was last inspected in 2024 and was given an NBI rating of fair.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

BR141

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
321514 - Municipal State Aid	$0	$0	$0	$0	$2,700,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$2,600,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$5,300,000**	**$0**
Expenses						
DANDPM - Design and Project Management	$0	$0	$0	$0	$1,325,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$3,445,000	$0
GOVER - General Overhead	$0	$0	$0	$0	$530,000	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$5,300,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for the Plymouth Ave Bridge is fair condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a repaired bearing is expected to be 50 years. The expected lifespan of a Deck overlay is 30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Plymouth Avenue bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2-way one lane roadway with protected sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as an existing Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works, but elements have been identified as in need of rehabilitation. The current NBI bridge condition rating for the Plymouth Ave Bridge is Fair.

On a scale of 1-5, this project has a service level of 4.

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:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 project is located adjacent to and above an existing high-volume off-road trail, West River Parkway Trail. The project shall maintain the pedestrian experience by retaining wide protected sidewalks to allow for safe travel for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network
- Pedestrian Priority Network
- Truck Route

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.
Although right of way is constrained by the width of the bridge, there is sufficient width to accommodate all modes.

Many projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 bridge in good shape. This will be paid for by the existing annual operating budget.

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 completing preliminary design and public involvement in 2028, completing the design in 2029 and construction in 2030.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

North Loop

- White: 70.1%
- Of Color: 25.9%
  - Black or African American alone: 9.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 8.4%
  - Other alone: Suppressed
  - Two or more races alone: 3.0%
- Hispanic or Latino (of any race): 8.0%

St. Anthony East

- White: 63.8%
- Of Color: 35.6%
  - Black or African American alone: 21.0%
  - American Indian and Alaskan Native alone:
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most

impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

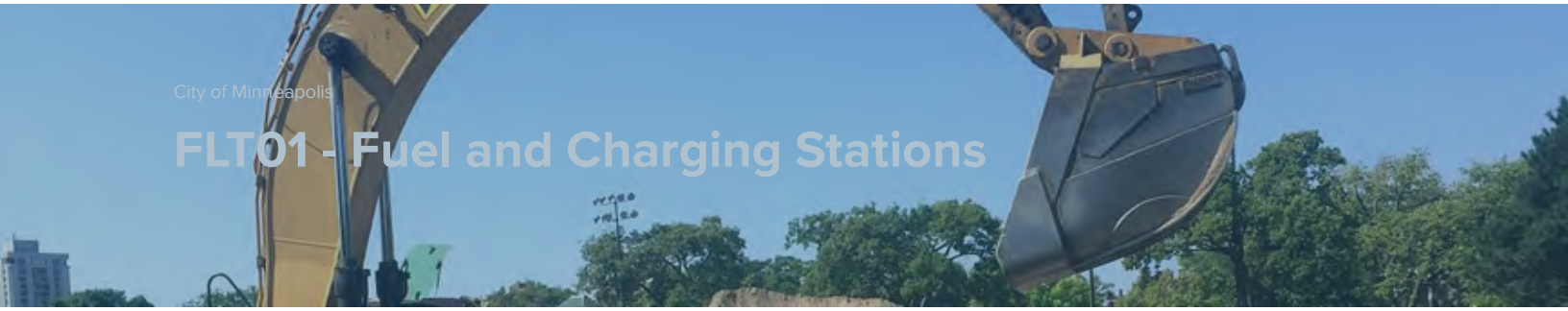
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

FLT01 - Fuel and Charging Stations

Project Details:

Project Start Date: 2025
Estimated Project Completion Date: 2031
Ongoing Program: Y
Current Phase: Construction
Level of Need: Critical
Department Priority: Ex. 1 of 3
Submitting Agency: Public Works - Fleet
Contact Person: Christopher Royston
Contact Phone Number: 612-673-5443
Contact Email: Christopher.Royston@minneapolismn.gov
Website:
Prior year(s) funding amounts: $1,359,000
Total project cost (all years): $5,871,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector: Citywide where needed
Neighborhood(s) Located: City's Facilities and parking lots
Ward(s) Located: Various wards where city's facilities and parking lots are located
Description of Location: City's Parking Lots Locations

Project Description

Install electric vehicle charging stations and infrustructure at various City owned facilities.

Purpose and Justification

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 from outside sources (e.g. MPCA funding or Xcel partnerships) to leverage city funding. The previous partnership with Excel Energy to provide infrustructure fell through and as of now, the city has to absorb all infrustructure related costs.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

FLT01

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
395000 - Use Of Fund Balance	$694,000	$877,000	$800,000	$735,000	$700,000	$700,000	$700,000
REVENUES	**$694,000**	**$877,000**	**$800,000**	**$735,000**	**$700,000**	**$700,000**	**$700,000**
Expenses							
DANDPM - Design and Project Management	$14,000	$27,000	$20,000	$35,000	$20,000	$20,000	$20,000
CONSTC - Construction Costs	$340,000	$425,000	$390,000	$350,000	$340,000	$340,000	$340,000
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$340,000	$425,000	$390,000	$350,000	$340,000	$340,000	$340,000
EXPENSES	**$694,000**	**$877,000**	**$800,000**	**$735,000**	**$700,000**	**$700,000**	**$700,000**

Asset Condition

Asset type: Fleet Equipment

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The charging stations are new

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

New chargers

What is the expected useful life of the project/improvement?

25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

City Fleet is transitioning to EVs as per the Green Fleet Policy.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

By internal service funds/use of fund balance.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

City Fleet is transitioning to EVs as per the Green Fleet Policy.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

5

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

The previous partnership with Excel Energy to provide infrustructure fell through and as of now, the city has to absorb all infrustructure related costs.

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 at this time

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Charging stations may require small amounts of increased maintenance and annual subscription fees.

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

We anticipate small increase.

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

2025

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

Cost 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:

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:

Electric charging stations will be installed at the Federal ramp, the Aldrich facility and Currie. 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 City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice - 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Public Works is focusing electric vehicle conversion and associated charging infrastructure at facilities in Racially Concentrated Areas of Poverty.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

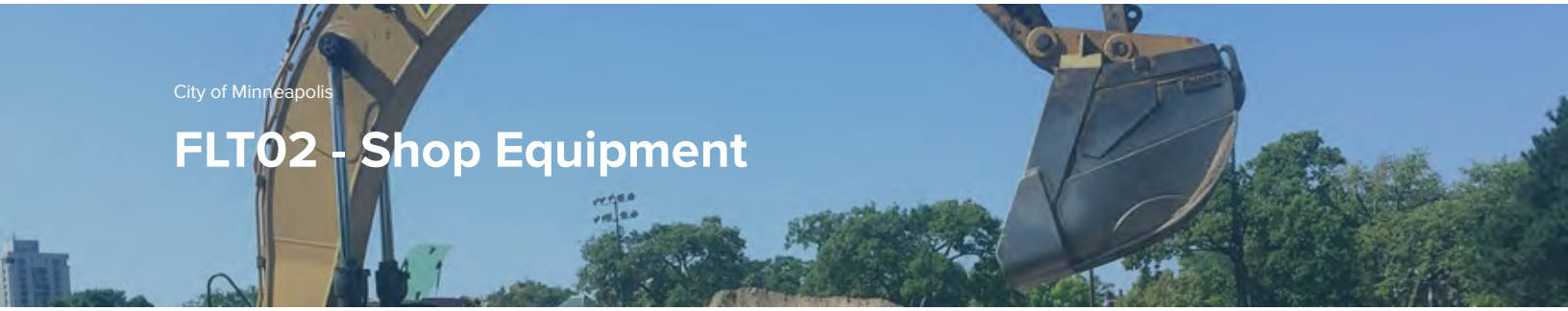
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers 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.



City of Minneapolis

FLT02 - Shop Equipment

Project Details:

Project Start Date: 2026
Estimated Project Completion Date: 2031
Ongoing Program: Y
Current Phase: Construction
Level of Need: Significant
Department Priority: Ex. 2 of 3
Submitting Agency: Public Works
Contact Person: Christopher Royston
Contact Phone Number: 612-673-5443
Contact Email:
Christopher.Royston@minneapolismn.gov
Website:
Prior year(s) funding amounts: $555,000
Total project cost (all years): $1,273,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector: North Central part of Minneapolis
Neighborhood(s) Located: North Loop
Ward(s) Located: Ward 5
Description of Location: Currie and Royston Maintenance Facilities

Project Description

Replace aging equipment and adding OSHA required safety measures at the shop.

Purpose and Justification

The vehicle hoists at Royalston maintenance facilities are 20 plus years old, corroding and have reached the end of their life cycle. Replace aging vehicle hoists at Royalston maintenance facilities. Current hoists are aged and may fail to meet regulations. New longer body style for fire trucks need longer inground hoists. Purchase an air conditioning recycling machine that meets current refrigerate specifications. New Scanners for - Water Fridley, Water East yard, University and Harriet fuel locations. Scanners are for diagnosing emissions issues (after treatment system) Reduce GHG emissions. Upgrade mezzanine gates to meet safety requirements. The current one is 25 years old. New heavy duty car tire changers for semis and heavy equips. Other equipment that needs replacing for safety or operational reasons are blast cabinet, shelving, parts washer, hot tank, lubrication system and pressurer washer.

Project Visuals and Map



More Visuals







BOSCH Diagnostic Tool Kit: OBD Scan Tool, LED, Bluetooth Capable, DOT

Project Funding and Cost Breakdown

FLT02

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
395000 - Use Of Fund Balance	$250,000	$25,000	$113,000	$237,000	$170,000	$173,000	$0
REVENUES	**$250,000**	**$25,000**	**$113,000**	**$237,000**	**$170,000**	**$173,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$250,000	$25,000	$113,000	$237,000	$170,000	$173,000	$0
EXPENSES	**$250,000**	**$25,000**	**$113,000**	**$237,000**	**$170,000**	**$173,000**	**$0**

Asset Condition

Asset type: Fleet Equipment

Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
Shop equipment is at various stages of needing replacement and are showing signs of aging. Replacement is in order to to attain operational efficiency and meet safety requirements. Maintenance costs are high on aged equipment in order to meet OSHA requirements.
What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Current equipment have reached the end of their life cycle and are in poor condition - not compliant with safety regulations. Hoists are aged and corroded.
What is the expected useful life of the project/improvement?
20 plus years life expected for the shop equipment.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Safety issues and non compliance with OSHA requirements. If hoists are taken out of service unexpectedly, it would impact service delivery.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Fleet Fund balance. Over the years, fleet fund has accumulated enough balance that can help fund improvements in capital assets used in Fleet Operations.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Most shop equipment must pass annual inspections. Annual OSHA inspections are required on shop equipment to ensure employee safety. Current inspections have resulted in high repair costs and some hoists had to be taken out of service to be repaired.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

Describe the economic development impact of the project:

Shop equipment is needed to maintain City's fleet. Safe running vehicles are needed by our employees to keep our City safe, clean and livable.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Shop equipment - No increase in operating costs

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

N/A

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

N/A

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

N/A

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:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - Replacing aging equipment will ensure we can maintain our current level of emergency vehicle availability

Racial Equity Impact Analysis

Fleet services is an internal city service that serves City departments and not outside customers. Engagement process happens through CLIC. Fleet Service works closely with Rosevelt High School staff to provide field trips to fleet facilities to promote the automotive repair field/career. Current employees have attended career fairs to increase awareness of city job opportunities.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers 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 equipment will ensure we can maintain our current level of vehicle availability.



FLT03 - Vehicle Management System

Project Details:

Project Start Date: 2025
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning
Level of Need: Significant
Department Priority: Ex. 3 of 3
Submitting Agency: Public Works
Contact Person: Christopher Royston
Contact Phone Number: 612-673-5443
Contact
Email: Christopher.Royston@minneapolismn.gov
Website:
Prior year(s) funding amounts: $200,000
Total project cost (all years): $300,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector: Citywide
Neighborhood(s) Located: Application Module - citywide
Ward(s) Located: Application Module - citywide
Description of Location: Application Module - citywide

Project Description

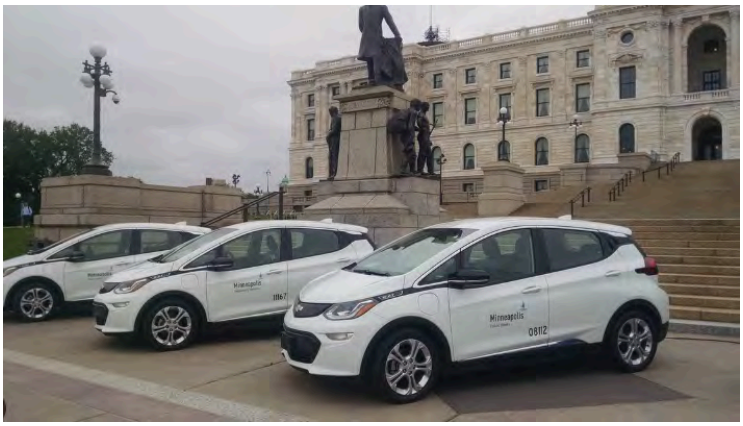
Adding a motor pool program and expanding key valet

Purpose and Justification

Motor pool program is designed to centrally manage a pool of vehicles, hence the City can ensure that each vehicle is being used as efficiently as possible. This will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.
KeyValet is a comprehensive motor pool management solution for managing all aspects of running a fleet motor pool, including customer reservations, vehicle check-out, billing, and maintenance of vehicles. With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.

Project Visuals and Map

Motor Pool





Project Funding and Cost Breakdown

FLT03

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
395000 - Use Of Fund Balance	$200,000	$20,000	$20,000	$20,000	$20,000	$20,000	$0
REVENUES	**$200,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$200,000	$20,000	$20,000	$20,000	$20,000	$20,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$200,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$20,000**	**$0**

Asset Condition

Asset type: Fleet Technology

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

N/A

What is the expected useful life of the project/improvement?

25 years

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

N/A

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.
Motor pool program will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Cost Allocations

Economic Development

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

Describe the economic development impact of the project:

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.
Motor pool program will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

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.
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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.
Motor pool program will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

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

About $20,000

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

2025

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

Typical software maintenance costs

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

Cost 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:

Benefits to the city will be realized over time.

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:

N/A

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

N/A

CBR editors should fill this in with stats from affected neighborhoods here: https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul. Be specific!

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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.
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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

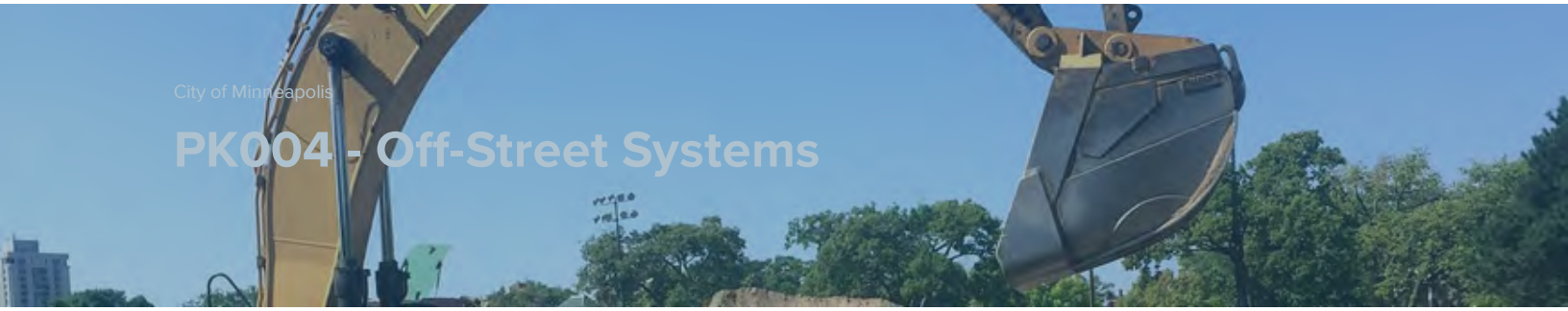
Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice - Better managing and overall reducing city's fleet will 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.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers 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 software to better manage city's fleet will result in operating efficiencies through lower fuel and maintenance costs.



PK004 - Off-Street Systems

Project Details:

Project Start Date: Ongoing
Estimated Project Completion Date: Ongoing
Ongoing Program: Y
Current Phase: Planning, Design and Construction
Level of Need: Important to Critical
Department Priority: 10
Submitting Agency: Public Works, Parking Division
Contact Person: Tim Drew
Contact Phone Number: (612) 673-2152
Contact Email: Tim.Drew@minneapolismn.gov
Total project cost (all years): $28 million

Project Location:

Address: City-wide Off-Street Municipal Parking System

Project Description

“To build, operate, and maintain the public infrastructure and provide services with a high performing public works department, where collaborative leadership and public/private engagement are standard business practice.” – Mission Statement, Minneapolis Public Works

This multi-faceted project seeks to fulfill four main goals: ensure public safety, maintain city assets, contribute to the City’s climate and transportation equity goals, and provide reliable and efficient services.

This project period includes the following project plans:

- Expand Electric Vehicle charging to all municipal parking ramps
- Modernize elevators and add safety overlays to comply with new code requirements
- Update energy management systems
- Replace HVAC components reaching the end of their useful life
- Complete structural repairs and maintenance to maintain facility longevity
- Reconfigure and replace HVAC system components in Haaf Ramp
- Drainage mitigation of water intrusion
- Retrofit LED lighting
- Resurface skyway roofs connecting to Plaza ramp
- Update Parking equipment
- Add vehicle doors to four downtown municipal ramps

Purpose and Justification

Expand Electric Vehicle charging to all municipal parking ramps

- Expansion of EV Charging stations is a strategy highlighted in the Climate Action Plan (Clean Fuels, 2) and Transportation Equity Action Plan (Technology, 6)
- Current Level II Chargers in City municipal ramps: 21
  This plan will expand the charging network to 74 stations by 2027 for options in every Ramp.

  In 2024, 8 chargers in Hawthorne ramp were updated, and plans are underway to add 8 in Riverfront, 6 in Plaza, and expand Leamington to 10 updated charging stations.

Modernize elevators and add safety overlays to comply with new code requirements

- Elevators that will undergo a full modernization in the next 5 years will have door lock monitoring included as a feature. All other locations require a door lock monitoring overlay.

Update energy management systems

- Building automation and energy management systems are crucial to regulating energy use, and updates are crucial to reducing power consumption, and expand vehicle charging infrastructure.

Replace HVAC components reaching the end of their useful life

- Aging HVAC systems require replacement of major components for efficiency and safety. These systems serve building tenants and skyway users throughout the municipal parking system and ensure safe air quality in parking structures.

Structural Repairs and Maintenance

- Structural repairs consist of revitalizing post-tensioned slabs, replacing worn out expansion joints, repairing concrete surfaces, and treating drive surfaces to prevent damage from water penetration prevents major deterioration of structural elements

Drainage mitigation of water intrusion

- Water protrusion can exacerbate conditions detrimental to the health of visitors and allow damage to structural elements. Drainage mitigation is vital to the longevity and safety of the facility.

Retrofit LED lighting

- High-efficiency LED lighting reduces energy consumption, and CO2 emissions. This action is supported by the Minneapolis Climate Action Plan.
- Cost savings are significant and are paid for in 5-10 years after installation

Resurface roofing

- Periodically roofing needs to be restored to prevent leaks which lead to interior damage

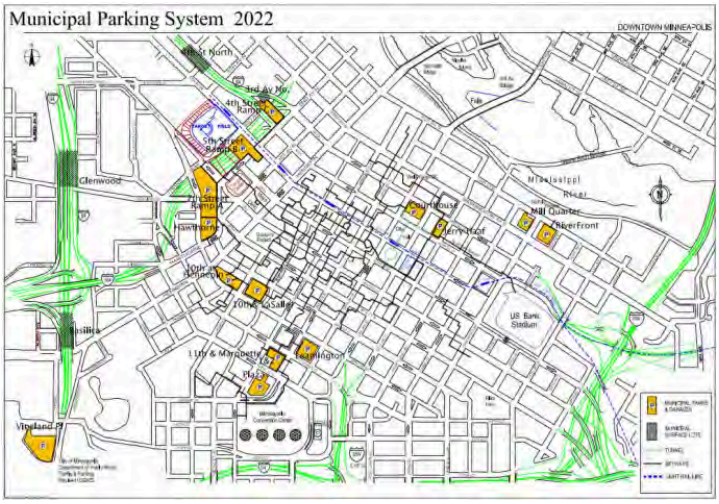
Update Parking equipment

- As technology changes, parking equipment must be updated to ensure operational efficiency, multi-modal integration, and compliance with Payment Card Industry Data Security Standards (PCI DSS).

Add vehicle doors to 4 downtown municipal ramps

- Vehicle access doors allow customers to access to parking ramp, and limit pedestrian traffic in driving lanes. This increases safety and lowers ongoing security costs.

Project Visuals and Map



Project Funding and Cost Breakdown

PK004

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
395600 - Parking Revenue	$2,000,000	$2,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
REVENUES	**$2,000,000**	**$2,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**
Expenses							
DANDPM - Design and Project Management	$100,000	$100,000	$250,000	$250,000	$250,000	$250,000	$250,000
CONSTC - Construction Costs	$1,723,000	$1,723,000	$4,308,000	$4,308,000	$4,308,000	$4,308,000	$4,308,000
GOVER - General Overhead	$77,000	$77,000	$192,000	$192,000	$192,000	$192,000	$192,000
FFANDE - Furniture, Fixtures, and Equipment	$100,000	$100,000	$250,000	$250,000	$250,000	$250,000	$250,000
EXPENSES	**$2,000,000**	**$2,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

The ongoing capital projects for off-street parking systems are critical to continuing to meet the standards of safety set by governing bodies and best practice.

If the project is an existing asset, what is the observed remaining life of the asset?

The ongoing project maintains the useful life of the ramps, 20-40 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The ramps are structurally examined, and state-certified annually. Mechanical systems are subject to preventative maintenance programs which help anticipate capital improvement needs. Mechanical systems such as elevators are inspected and re-certified annually.

What is the expected useful life of the project/improvement?

The ongoing project maintains the useful life of the ramps, 20-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The project is funded by the revenue generated from the parking system. If the project is not funded the ramps would fall into a state of disrepair. This would risk the public safety of residents and users of the parking system.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Over the short and long term the project is self-funded by the parking system revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Structural integrity of ramps is inspected annually by a qualified engineer for State Certification, and mechanical features, such as elevators are also inspected and certified annually.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level for this project addresses strategies outlined in the Transportation Equity Action Plan and the Minneapolis Climate Action Plan: expanding Electric Vehicle charging into every municipal parking ramp, bringing Energy Management Systems up to date and replacing lighting throughout these facilities with high-efficiency LED fixtures.

It would also replace or update components critical to the function of these facilities and the safety of those who use them: HVAC, drainage, vehicle doors, roofing, and elevators.

Noting that there is some variation depending on the activity area, on the whole the service level is 4, meeting our target.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No, grants are not expected to contribute to these costs.

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:

Projects are completed in collaboration with the parking operator, ABM, and with specifications developed by engineering consultants as required.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

Describe the economic development impact of the project:

The economic impact of the parking system will be maintained as a part of this project.

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.

Pedestrians who use the skyways benefit from the capital improvements we make to keep elevators and HVAC systems reliable and to avoid hazardous conditions that can arise from their failure.

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

Yes. This project serves electric vehicle users by offering expanded charging options in municipal ramps and pedestrian users of our facilities who rely on skyway systems that offer safe, and efficient climate controlled paths with reliable elevator access.

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, there is not anticipated restriction of right of way or competition for space.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

With the exception to electric vehicle charging stations, all requests will serve to reduce costs arising from emergency repairs to aging systems. EV charging stations are expected to incur operating and maintenance costs, however these increased costs are expected to be offset by revenue.

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

These costs are anticipated as operationally necessary for the continued function and safety of the ramps. Operation costs are not expected to vary considerably due to these projects.

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

N/A

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

Because system components are being replaced, we anticipate preventative maintenance costs to continue at their present rates. Cost decreases may be found in avoiding outlays arising from emergency repairs.

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

The operating costs incurred by new EV charging stations are expected to be offset by revenue.

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:

Additional capital investment is not expected to fulfill the useful life of new EV charging stations. Further expansion of the EV charging network may be proposed in the future, but it is not required to upkeep the current investment.

Project Coordination

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

2025

- Hawthorne Elevator Modernization construction is underway
- Hilton Ramp Drainage mitigation construction is underway
- Specifications for vehicle Doors to Haaf Ramp are complete, and moving to Procurement Phase
- 8 Charging stations have been upgraded, and EV charging expansion for 4 additional ramps has been designed
- Haaf Roof replacement is on track to complete in 2025
- Leamington Elevator Modernization specifications are complete and moving to procurement phase
- Building Automation Systems upgrade is in design phase

2024

- Hennepin Ramp fan replacement project is complete
- Haaf Ramp Elevator Modernization is complete

2023

- Marquette Skyway roof resurfacing is completed

There are not bond authorizations for these projects.

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:

The funding plan was developed to prioritize urgent projects, and distribute projects with similar scopes across a timespan that would be realistic for hiring contractors. Some flexibility exists, but it would not be feasible to complete all major projects from a particular trade in the same year, for instance.

In the case of elevator modernization, door lock monitoring overlays will need to be installed to comply

with new regulatory code, unless updated in the course of an elevator modernization project by 2028.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Upkeep of elevators, HVAC, and water intrusion abatement all contribute to the public safety of users in our facilities and skyways.
Public Services – Parking equipment upgrades and vehicle entrance doors directly contribute to the user experience of parking customers.
Environmental Justice – Energy efficiency upgrades, and expansion of EV charging infrastructure contribute to the City's Climate Action Plan.
Built Environment and Transportation – Municipal parking facilities are home not only to parked vehicles, but also bike lockers, and help transition users from vehicles, to transit to pedestrian skyways. Future opportunities exist to continue to integrate these transportation modes with the City's parking infrastructure.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.
All locations in this project fall within the Central Neighborhood (with the exception of Vineland Ramp, which sits in the Bde Maka Ska Isles Community on the border with Central).

The Central community racial demographics are below:

Race & Ethnicity (2017-2021)

White:	24,656 | 65.0%
Of Color:	12,115 | 31.9%
Black or African American alone	5,887 | 15.5%
American Indian and Alaskan Native alone	409 | 1.1%
Asian or Pacific Islander alone	2,582 | 6.8%
Other alone	suppressed
Two or more races alone	1,436 | 3.8%
Hispanic or Latino (of any race)	2,645 | 7.0%

While residents are among the users of municipal parking ramps, and the skyway system, it is unlikely that geographic location of the proposed projects can be used to interpolate the racial demographics of those impacted.

The Transportation Equity Action Plan and Climate Action plan have prioritized strategies with racial equity as a factor. We are proud to contribute to these plans where it is within the purview of the municipal parking system to make an impact.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Parking Division seeks to Inform affected parties.

Describe the engagement and what have you learned?

N/A

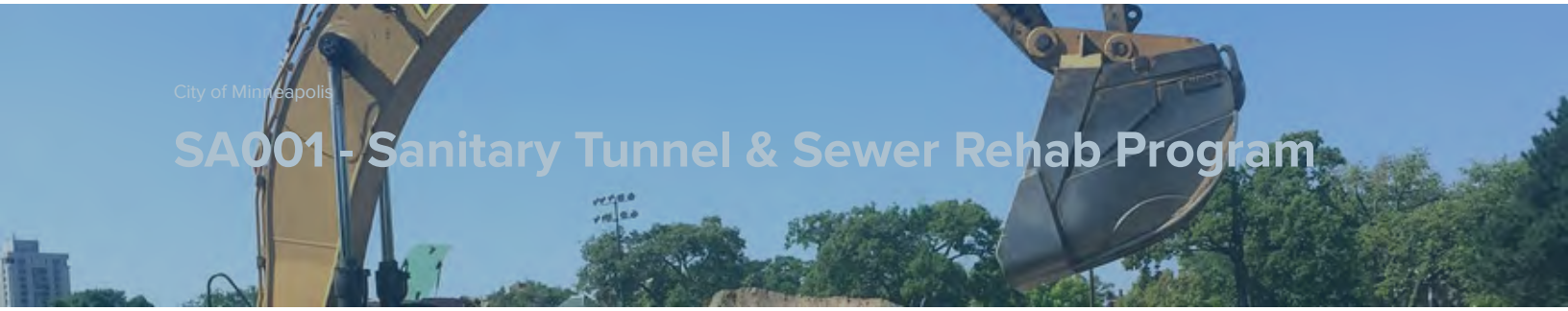
Analysis

How does the outcome for this project help the city achieve racial equity?

Racial equity analysis for this project has not been conducted outside of the aspects of this project plan that are derived from the Transportation Equity Action plan and the Climate Action Plan.

Additional Information

The the capital improvements outlined for the off-street parking system in this plan are investments in public safety, the City's long-term priorities and transportation infrastructure.



City of Minneapolis

SA001 - Sanitary Tunnel & Sewer Rehab Program

Project Details:

Project Start Date: 01/01/26
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 1 of 3
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612.673.5627
Contact Email:
Website:
Prior year(s) funding amounts: $7,250,000
Total project cost (all years): $126,500,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: City Wide
Ward(s) Located: City Wide
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.

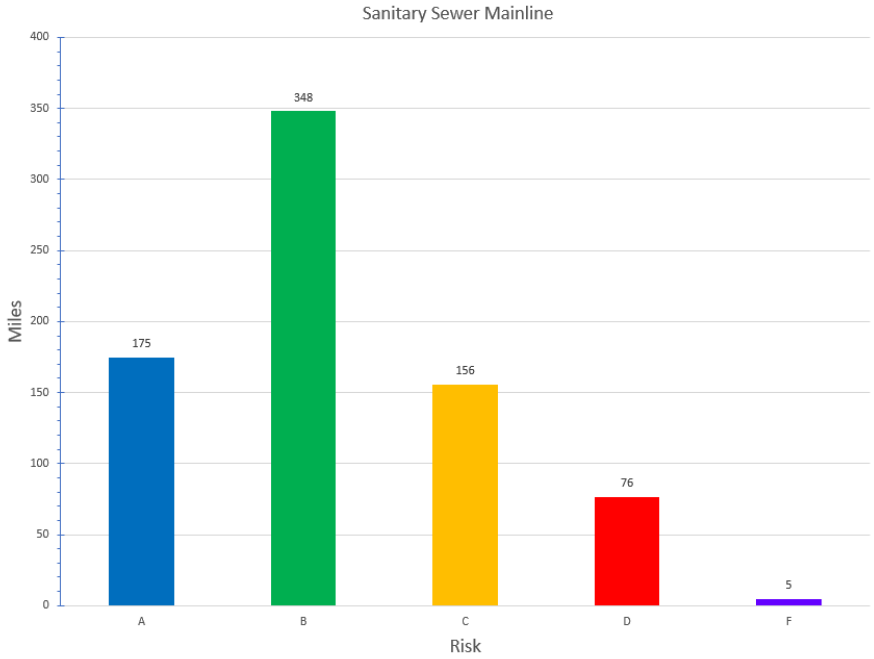
Purpose and Justification

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.

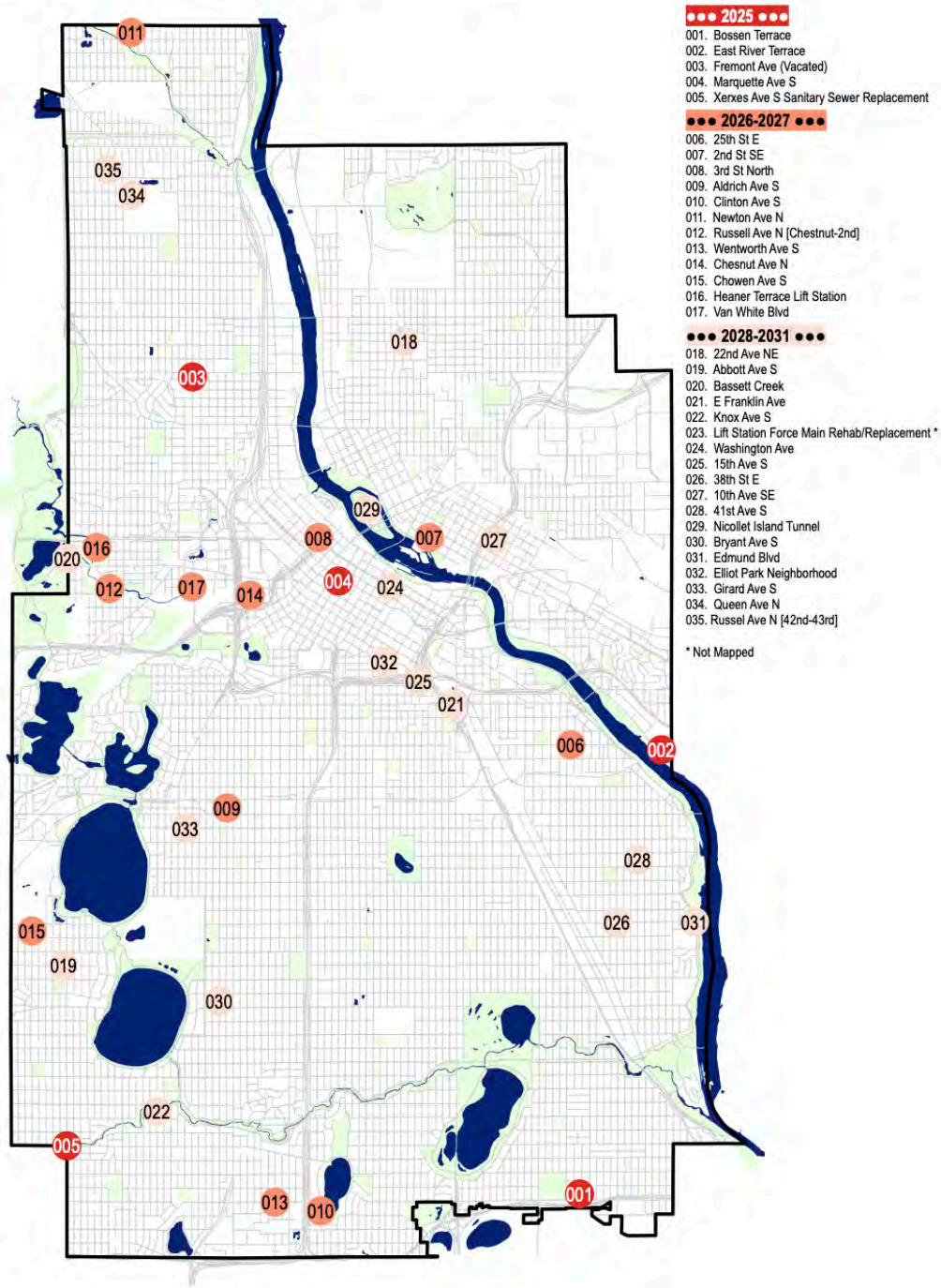
At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system and providing better access to the deep collection tunnels to allow for proper maintenance and ongoing maintenance to lift stations. Currently condition 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.

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



SA001 - Sanitary Sewer & Tunnel Rehab



●●● 2025 ●●●
001. Bossen Terrace
002. East River Terrace
003. Fremont Ave (Vacated)
004. Marquette Ave S
005. Xerxes Ave S Sanitary Sewer Replacement

●●● 2026-2027 ●●●
006. 25th St E
007. 2nd St SE
008. 3rd St North
009. Aldrich Ave S
010. Clinton Ave S
011. Newton Ave N
012. Russell Ave N [Chestnut-2nd]
013. Wentworth Ave S
014. Chesnut Ave N
015. Chowen Ave S
016. Heaner Terrace Lift Station
017. Van White Blvd

●●● 2028-2031 ●●●
018. 22nd Ave NE
019. Abbott Ave S
020. Bassett Creek
021. E Franklin Ave
022. Knox Ave S
023. Lift Station Force Main Rehab/Replacement *
024. Washington Ave
025. 15th Ave S
026. 38th St E
027. 10th Ave SE
028. 41st Ave S
029. Nicollet Island Tunnel
030. Bryant Ave S
031. Edmund Blvd
032. Elliot Park Neighborhood
033. Girard Ave S
034. Queen Ave N
035. Russel Ave N [42nd-43rd]

* Not Mapped

Project Funding and Cost Breakdown

SA001

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$5,250,000	$13,500,000	$19,500,000	$25,700,000	$13,700,000	$17,250,000	$17,000,000
395200 - Sanitary Revenue	$2,000,000	$2,500,000	$1,500,000	$1,300,000	$1,300,000	$3,000,000	$3,000,000

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
REVENUES	**$7,250,000**	**$16,000,000**	**$21,000,000**	**$27,000,000**	**$15,000,000**	**$20,250,000**	**$20,000,000**
Expenses							
DANDPM - Design and Project Management	$1,288,000	$2,600,000	$3,350,000	$4,250,000	$2,450,000	$3,237,500	$3,200,000
CONSTC - Construction Costs	$5,619,000	$12,638,592	$16,650,832	$21,465,520	$11,836,144	$16,048,996	$15,848,384
GOVER - General Overhead	$343,000	$761,408	$999,168	$1,284,480	$713,856	$963,504	$951,616
EXPENSES	**$7,250,000**	**$16,000,000**	**$21,000,000**	**$27,000,000**	**$15,000,000**	**$20,250,000**	**$20,000,000**

Asset Condition

Asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Include details here.

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Include details here.

Economic Development

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

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?

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

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

$0

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

N/A

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

The current operating costs represents 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:

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:

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:

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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse health or ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- 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

- 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

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Benefits of Preventative Maintenance



City of Minneapolis

SA036 - Infiltration & Inflow Removal Program

Project Details:

Project Start Date: 1/1/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 2 of 3
Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: Kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) funding amounts: $2,500,000
Total project cost (all years): $18,750,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Various

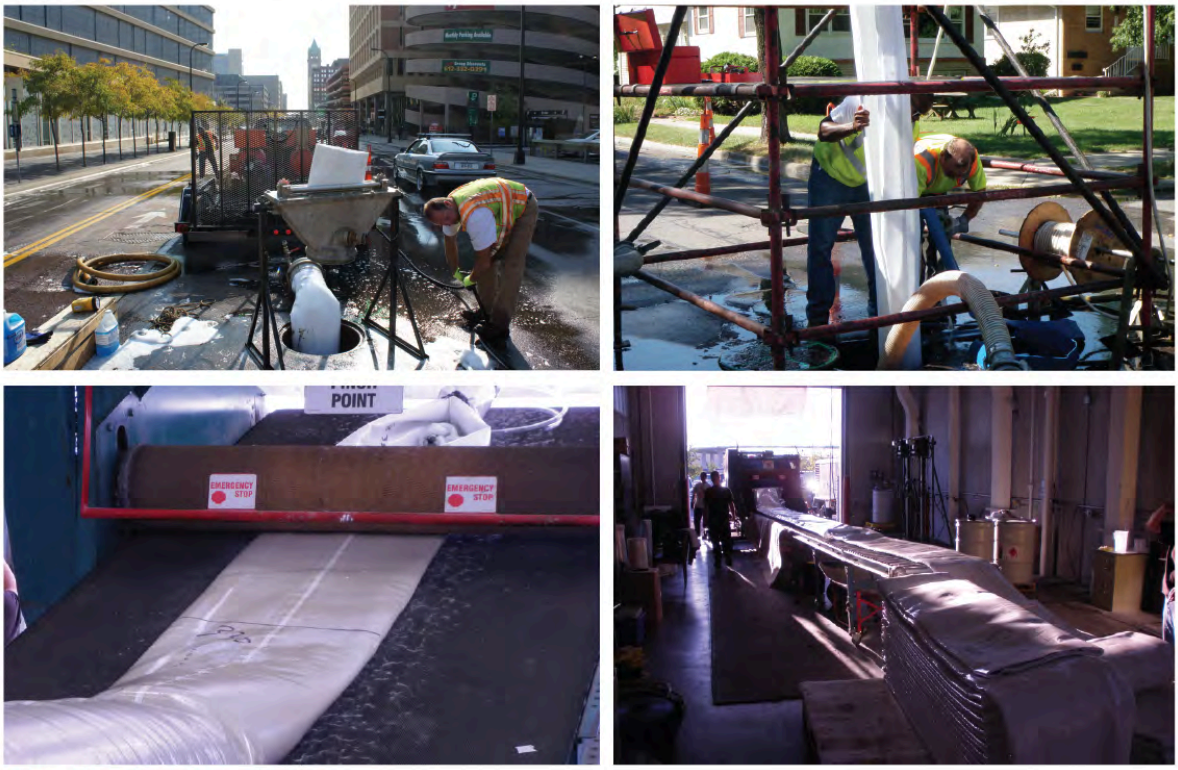
Project Description

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



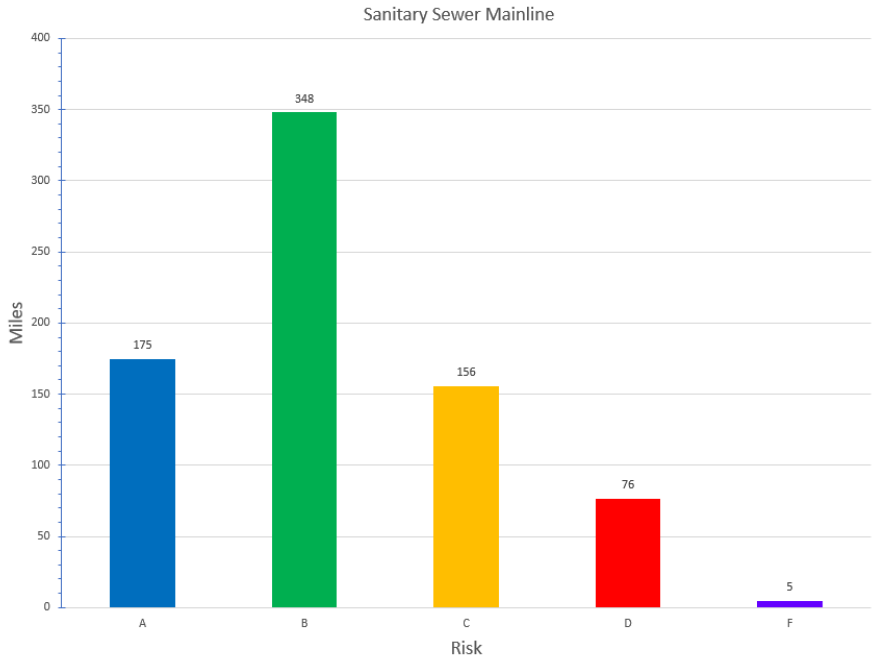
Cured-in-Place Pipe Lining



Manhole Cover Replacement



Infiltration & Inflow Repairs



Project Funding and Cost Breakdown

SA036

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$500,000	$500,000	$750,000	$1,000,000	$1,250,000	$1,500,000	$1,750,000
395200 - Sanitary Revenue	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$2,500,000**	**$2,500,000**	**$2,750,000**	**$3,000,000**	**$3,250,000**	**$3,500,000**	**$3,750,000**
Expenses							
DANDPM - Design and Project Management	$360,000	$360,000	$396,000	$432,000	$468,000	$504,000	$540,000
CONSTC - Construction Costs	$2,040,000	$2,040,000	$2,244,000	$2,448,000	$2,652,000	$2,856,000	$3,060,000
GOVER - General Overhead	$100,000	$100,000	$110,000	$120,000	$130,000	$140,000	$150,000
EXPENSES	**$2,500,000**	**$2,500,000**	**$2,750,000**	**$3,000,000**	**$3,250,000**	**$3,500,000**	**$3,750,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

Ongoing Program

If the project is an existing asset, what is the observed remaining life of the asset?

5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is deferred or canceled, asset conditions will continue to decline towards failure, increasing operating maintenance costs and resulting in the need for more costly full replacement projects. At that point, if the assets are not replaced, it will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Sanitary facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive, we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

The City has applied for grant funding from the 2024 State Bond Funded Municipal Inflow and Infiltration (I/I) Grant Program which is administered by the Metropolitan Council. The preliminary grant estimate for the City is $2,998,850

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

The current grant estimate is for work completed during 2024 and 2025. Reimbursement will occur in 2026 pending final value of work submitted by all grantees. The City has received $4,119,065 in grant funding from 2011-2023 to supplement the City's I&I program. Work for this latest grant is also being coordinated with the Hennepin Ave S and 1st Ave S paving projects. These grants vary based on money available and the number of projects competing for the funds.

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

reduce

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

see below

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

ongoing

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 is also be removed with these projects, reducing the MCES treatment costs.

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

Primarily consists of rehab/repair of existing assets, resulting in longer useful life.

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. Some contracts may span more than one budget year. Unspent prior year bond authorizations will be used for projects in the current year.

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 City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- 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

- 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

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Failures in the system resulting in backups if the system is not maintained could disproportionally affect BIPOC and socially vulnerable communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Direct mailers and doorhangers in advance of the work.

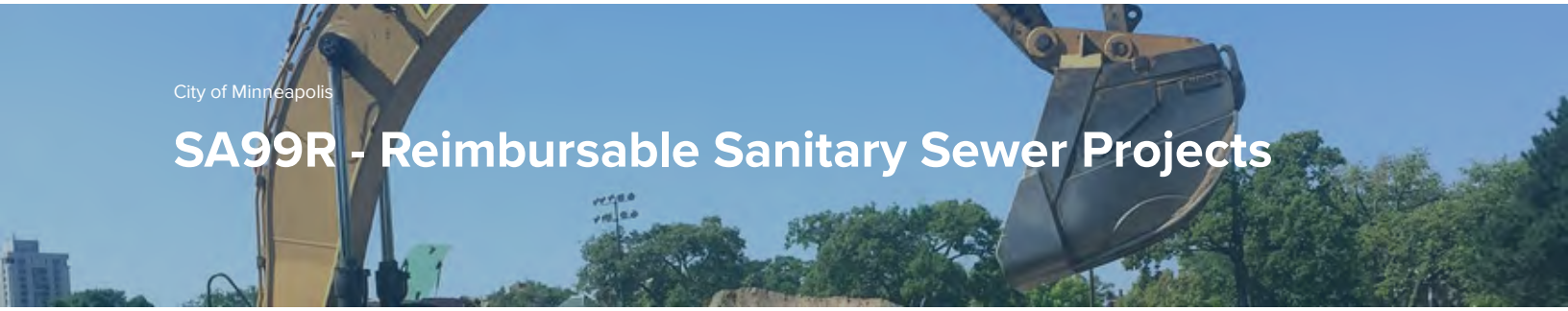
Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served.

Additional Information

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



City of Minneapolis

SA99R - Reimbursable Sanitary Sewer Projects

Project Details:

Project Start Date: 01/05/25
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Construction
Level of Need: Desirable
Department Priority: 3 of 3
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612.673.5627
Contact Email:
Website:
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): $6,000,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Various locations throughout 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

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under.

Project Visuals and Map



Project Funding and Cost Breakdown

SA99R

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
345501 - Other Services Provided	$1,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$962,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000
GOVER - General Overhead	$38,000	$76,000	$76,000	$76,000	$76,000	$76,000	$76,000
EXPENSES	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

NA

What is the expected useful life of the project/improvement?

NA

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

NA

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

NA

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

NA

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

NA

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

NA

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

NA

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

Describe the economic development impact of the project:

NA

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

NA

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.

NA

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

NA

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

NA.

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

NA

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

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:

NA

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:

NA

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Please describe here.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

What data is available or missing? How can you obtain additional data?

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

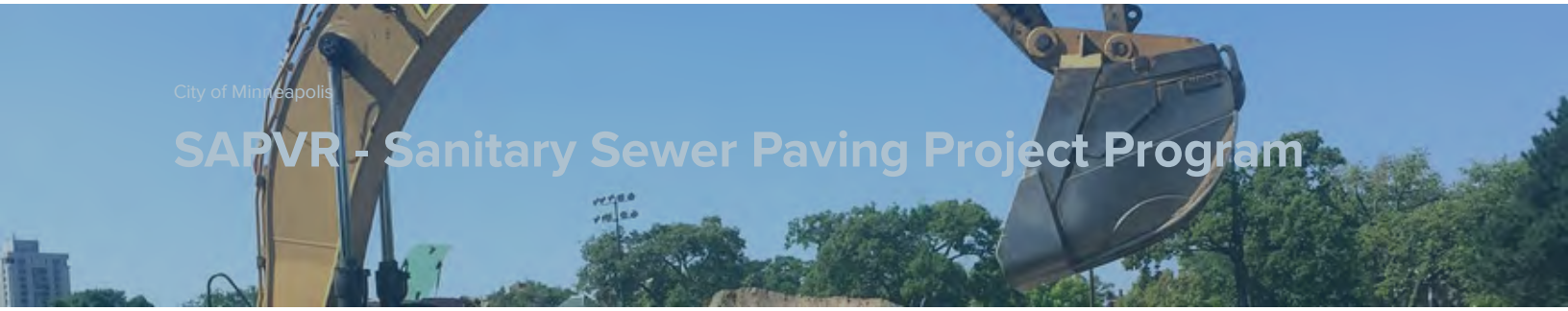
Describe the engagement and what have you learned?

Analysis

How does the outcome for this project help the city achieve racial equity?

Additional Information

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



SAPVR - Sanitary Sewer Paving Project Program

Project Details:

Project Start Date: 01/01/26
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 3 of 3
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612.673.5627
Contact Email:
Website:
Prior year(s) funding amounts: $11,200,000
Total project cost (all years): $57,200,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: City Wide
Ward(s) Located: All
Description of Location:

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.

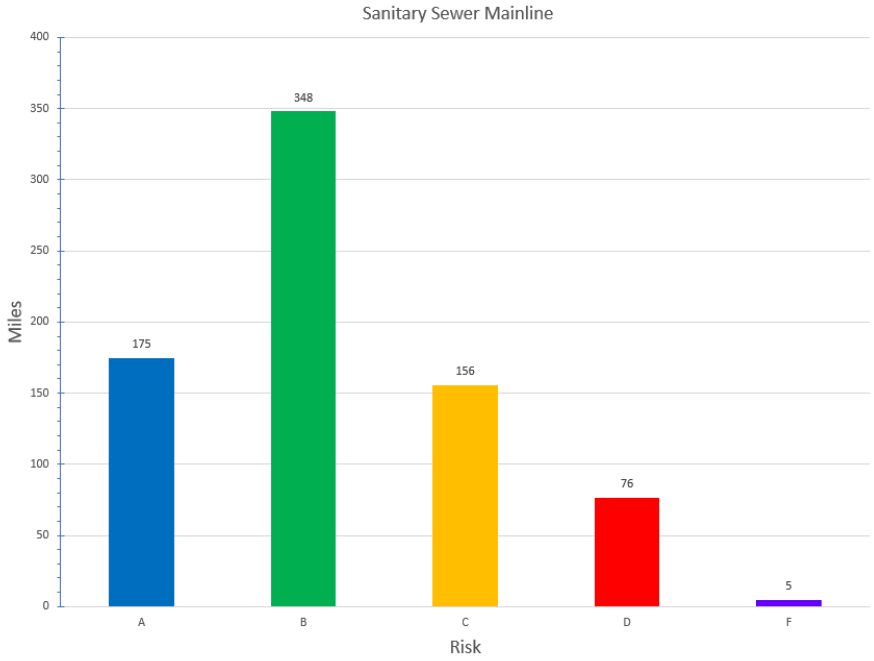
Purpose and Justification

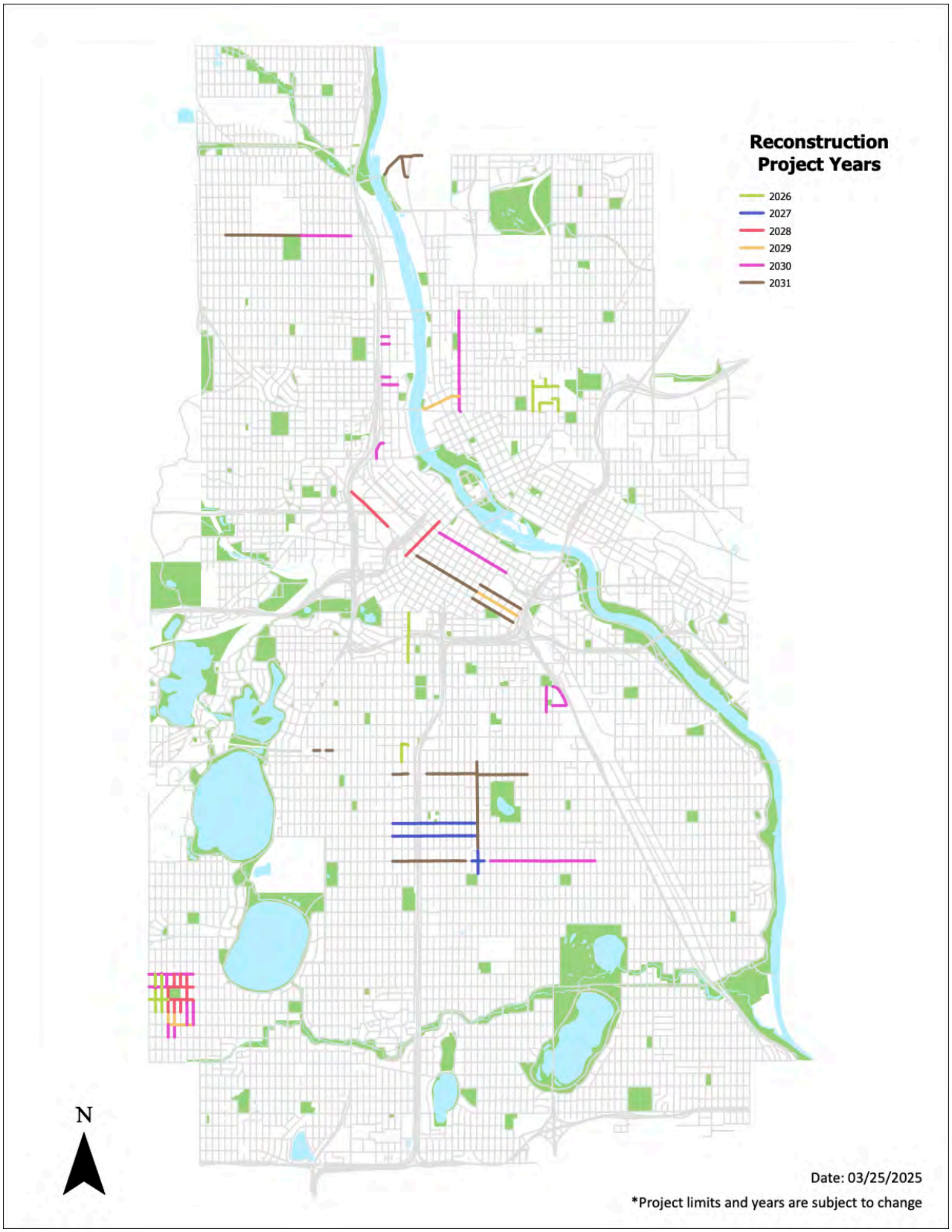
The City owns and operates approximately 832 miles of sanitary sewer piping. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and the treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

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.

Project Visuals and Map





Project Funding and Cost Breakdown

SAPVR

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
345501 - Other Services Provided	$0	$0	$0	$0	$0	$0	$0
391003 - Enterprise Bonds Issued	$11,200,000	$17,250,000	$6,250,000	$2,500,000	$7,500,000	$2,500,000	$2,500,000

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
395200 - Sanitary Revenue	$0	$750,000	$750,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
REVENUES	**$11,200,000**	**$18,000,000**	**$7,000,000**	**$4,000,000**	**$9,000,000**	**$4,000,000**	**$4,000,000**
Expenses							
DANDPM - Design and Project Management	$1,880,000	$2,900,000	$1,250,000	$800,000	$1,550,000	$800,000	$800,000
CONSTC - Construction Costs	$8,783,000	$14,243,488	$5,416,560	$3,009,216	$7,021,456	$3,009,216	$3,009,216
GOVER - General Overhead	$537,000	$856,512	$333,440	$190,784	$428,544	$190,784	$190,784
EXPENSES	**$11,200,000**	**$18,000,000**	**$7,000,000**	**$4,000,000**	**$9,000,000**	**$4,000,000**	**$4,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Asset type: Horizontal Infrastructure,

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

N/A

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

N/A

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

0

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

N/A
.

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

The current operating costs represents 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:

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:

SAPVR 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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- 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

- 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

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects. The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

This equity metric will ensure that sanitary rehabilitation will happen in historically disadvantaged parts of the City.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Inform strategy will be utilized after project development.

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served.

Additional Information

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



SWK01 - Defective Hazardous Sidewalks Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 34 of 66
Submitting Agency: Public Works
Contact Person: Aaron Johnson
Contact Phone Number: 612-900-9621
Contact Email: aaron.johnson@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/sidewalk-repair/
Prior year(s) funding amounts: $2,580,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

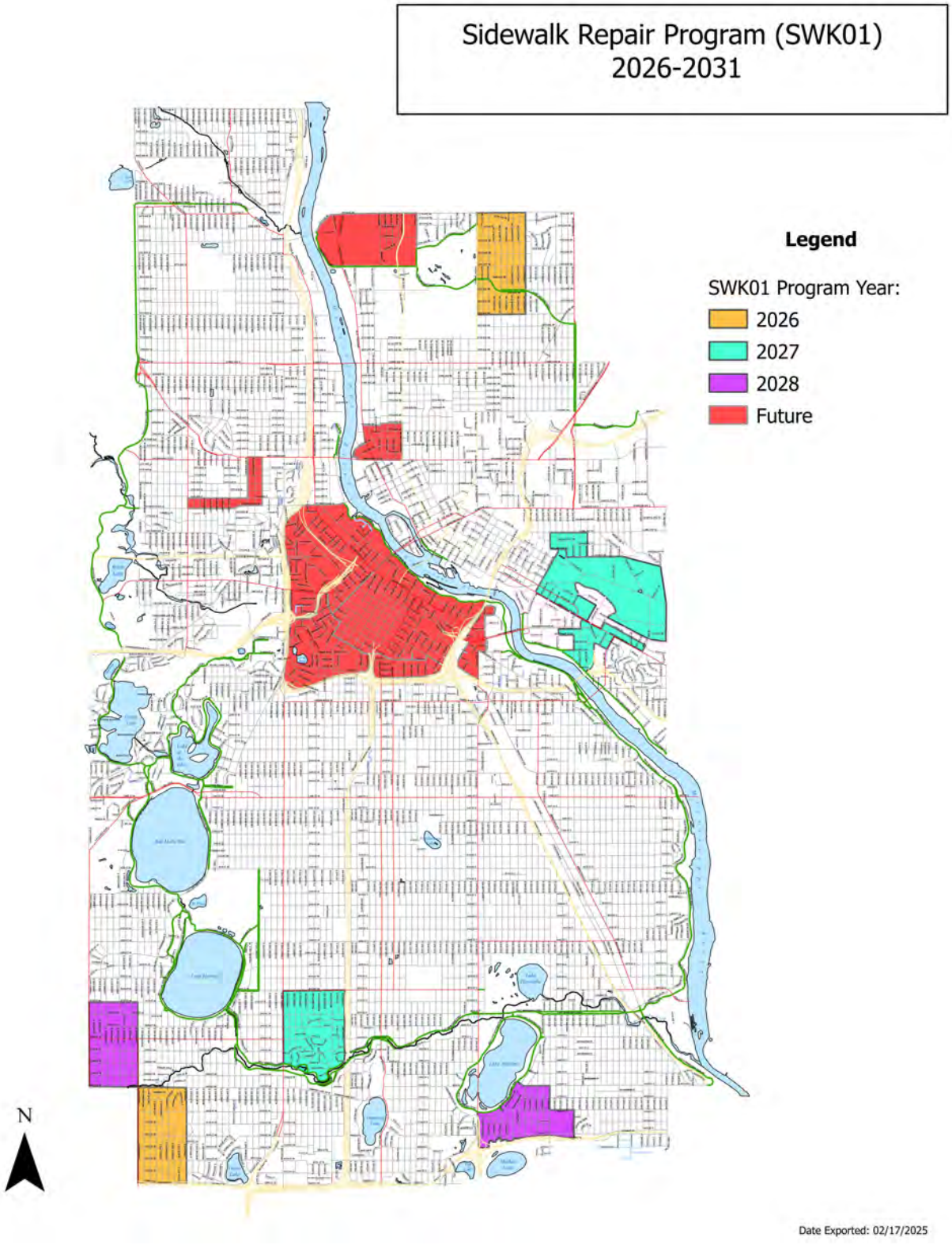
Project Description

To provide a safe and accessible pedestrian passage along approximately 2,000 miles of public sidewalk by inspecting and replacing hazardous and defective public sidewalks. The work is done in neighborhood size areas throughout the city and additional locations based on need. 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. All work is performed in accordance with City of Minneapolis specifications.

Purpose and Justification

Maintaining safe and accessible sidewalks plays an essential role in reaching City goals to support and promote walking and biking. The additional installation of ADA compliant pedestrian ramps and boulevard tree rings improves livability and pedestrian mobility in the City. Not doing this project would result in the deterioration of the public sidewalks.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
391002 - Net Debt Bonds Issued	$580,000	$580,000	$580,000	$580,000	$580,000	$580,000	$580,000
REVENUES	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**
Expenses							
DANDPM - Design and Project Management	$645,000	$645,000	$645,000	$645,000	$645,000	$645,000	$645,000
CONSTC - Construction Costs	$1,677,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000
GOVER - General Overhead	$258,000	$258,000	$258,000	$258,000	$258,000	$258,000	$258,000
EXPENSES	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The initial life of this asset is 50 years, and the ongoing repair program is on a 25-year inspection cycle for select repairs and improvements to maintain this infrastructure indefinitely.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?
The expected useful life is 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget, including assessments and invoice payments.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project assures that the public sidewalks are maintained and are in good repair.

On a scale of 1-5, this program has a service level of 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No Grants or non-City funding has been secured.

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 utility companies such as CenterPoint Energy, Verizon, US Internet, Comcast, Xcel Energy, MCI, and CenturyLink as well as public agencies such as the Met Council, Hennepin County, Minnesota Department of Transportation. Collaboration with partners will focus on improving sidewalk and ADA Pedestrian ramp improvements in the public right-of-way.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 project impacts various sidewalk segments around the city. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process. If selected this project will improve the pedestrian experience by correcting broken and hazardous sidewalks.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for pedestrians through repair and improvement in the city's sidewalk network for walking and rolling. It also increases City-wide mobility by installing ADA pedestrian 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.
No, the sidewalks in the public right of way are dedicated and defined for the use of pedestrians.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
New infrastructure will be paid for by permit fees collected as a part of the ongoing program.

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:
Refer to answers above

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:
Sidewalk repairs are completely scalable and frequently are programmed to utilize all the bond funds allocated for that year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 project is in, or borders, Census tracts with TEP scores in tier 1.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

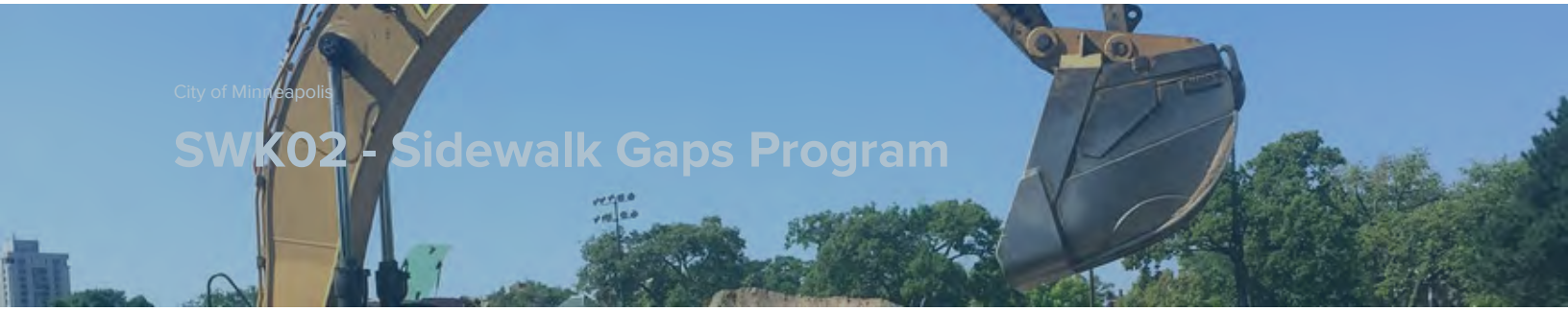
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

SWK02 - Sidewalk Gaps Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 35 of 66
Submitting Agency: Public Works
Contact Person: Kristian Zimmerman
Contact Phone Number: (612) 673-5011
Contact Email:
kristian.zimmerman@minneapolismn.gov
Website:
Prior year(s) funding amounts: $300,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street, in accordance with Minneapolis Code of Ordinance 427.90. In Minneapolis, more than 93% of streets have sidewalks on both sides, but 4% have sidewalks on only one side, and 3% of streets are missing sidewalks on both sides altogether, as identified in the 2022 ADA Transition Plan. In 2019 and 2020, 1.72 miles of sidewalk gaps were closed in Minneapolis through the Sidewalk Gap program. This work directly supports Action 5.4 in the 2020 Transportation Action Plan. The Sidewalk Gap program actively works to confirm the location of and fill gaps in the sidewalk network. Along with other policies and programs (such as the 2020 Transportation Action Plan and the 2024 ADA Transition Plan) the Sidewalk Gap program plays a critical role in removing accessibility barriers in Minneapolis. 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 public sidewalks in disrepair.

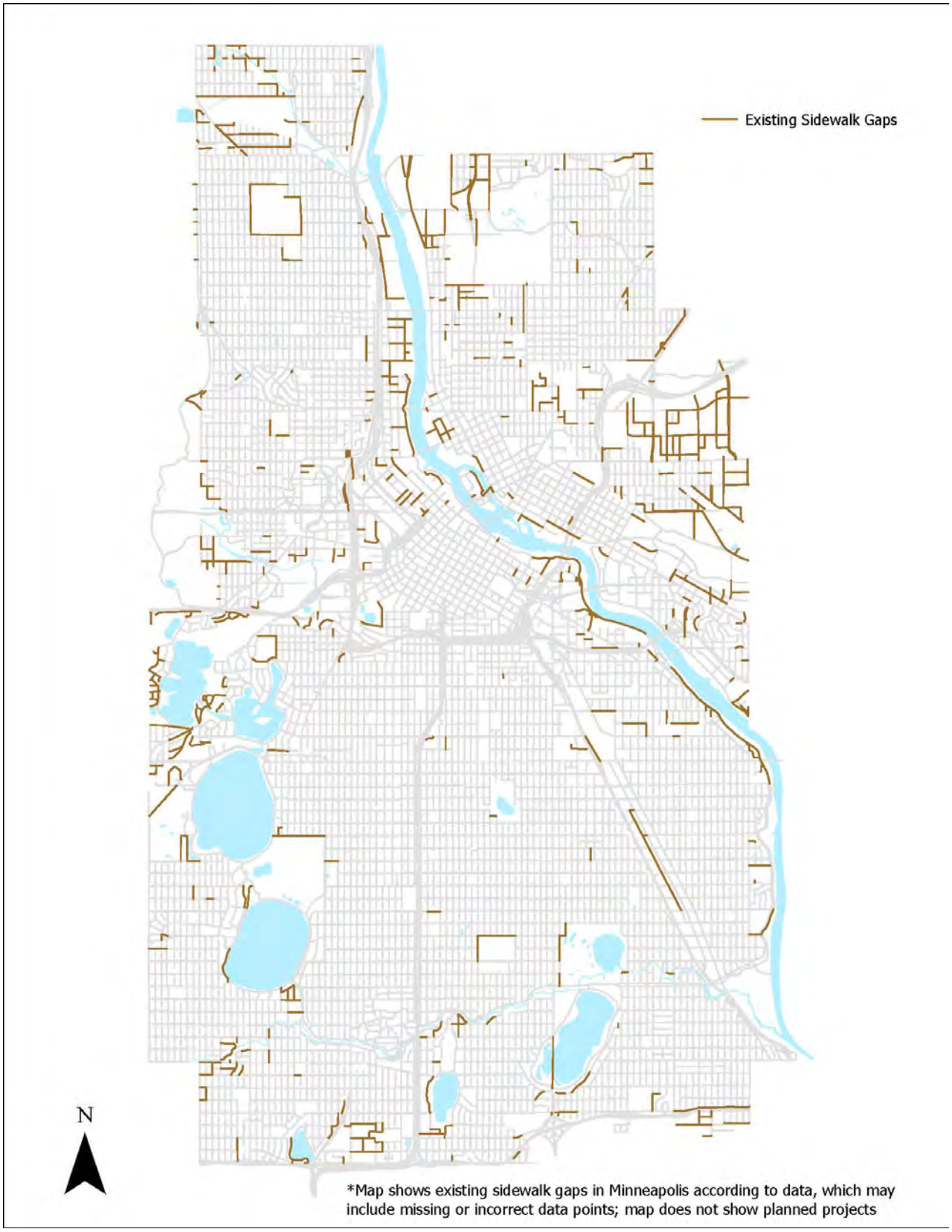
Purpose and Justification

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 Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$300,000	$0	$300,000	$300,000	$300,000	$300,000	$300,000
REVENUES	**$300,000**	**$0**	**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**
Expenses							
DANDPM - Design and Project Management	$75,000	$0	$75,000	$75,000	$75,000	$75,000	$75,000
CONSTC - Construction Costs	$195,000	$0	$195,000	$195,000	$195,000	$195,000	$195,000
GOVER - General Overhead	$30,000	$0	$30,000	$30,000	$30,000	$30,000	$30,000
EXPENSES	**$300,000**	**$0**	**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing program of new facilities.

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly constructed sidewalk is roughly 50 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The program constructs new sidewalks, in the future those sidewalks would be assessed by Public Works using current practices. Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?
The useful lifespan for newly constructed sidewalk infrastructure is expected to be 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
This program aims to construct new sidewalks, deferring funding for this program would delay the progress towards closing sidewalk gaps. Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will address sidewalk gaps by installing public sidewalks where sidewalks 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 public sidewalks in disrepair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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.

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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:
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.

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.
4. 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.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

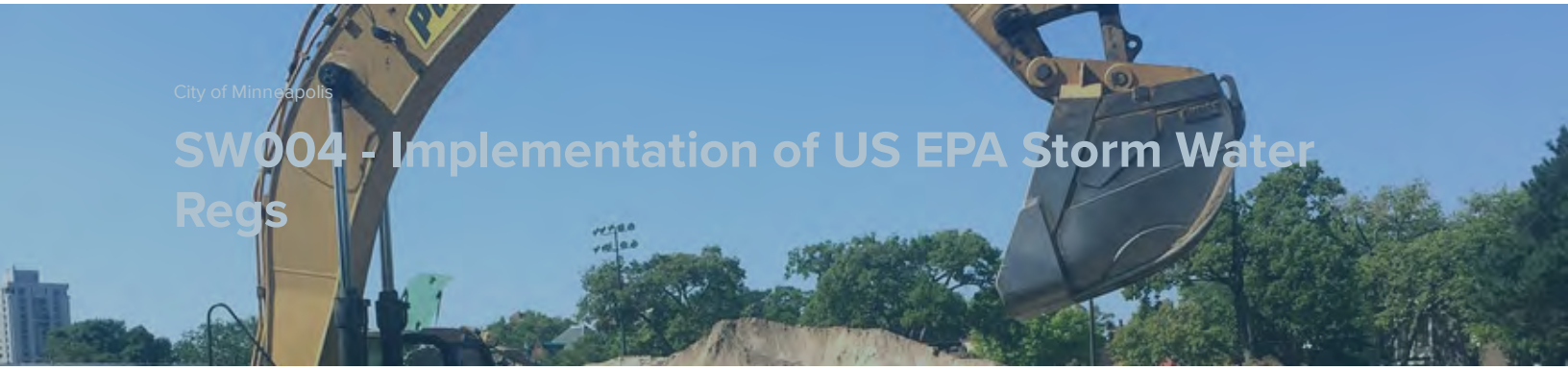
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

SW004 - Implementation of US EPA Storm Water Regs

Project Details:

Project Start Date: 1/1/2026
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning/Design/Construction
Level of Need: Significant
Department Priority: 3 of 6
Submitting Agency: Public Works
Contact Person: Elizabeth Stout
Contact Phone Number: 612-673-5284
Contact Email: elizabeth.stout@minneapolismn.gov
Website:
Prior year(s) funding amounts: $500,000
Total project cost (all years): $7,100,000

Project Location:

Address: Citywide
City Sector: Citywide
Neighborhood(s) Located: Citywide
Ward(s) Located: 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 ponds, bio-infiltration basins, tree trenches, raingardens, and other types of green stormwater infrastructure (GSI), 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 or projects to retrofit existing BMPs to provide enhanced water quality treatment.

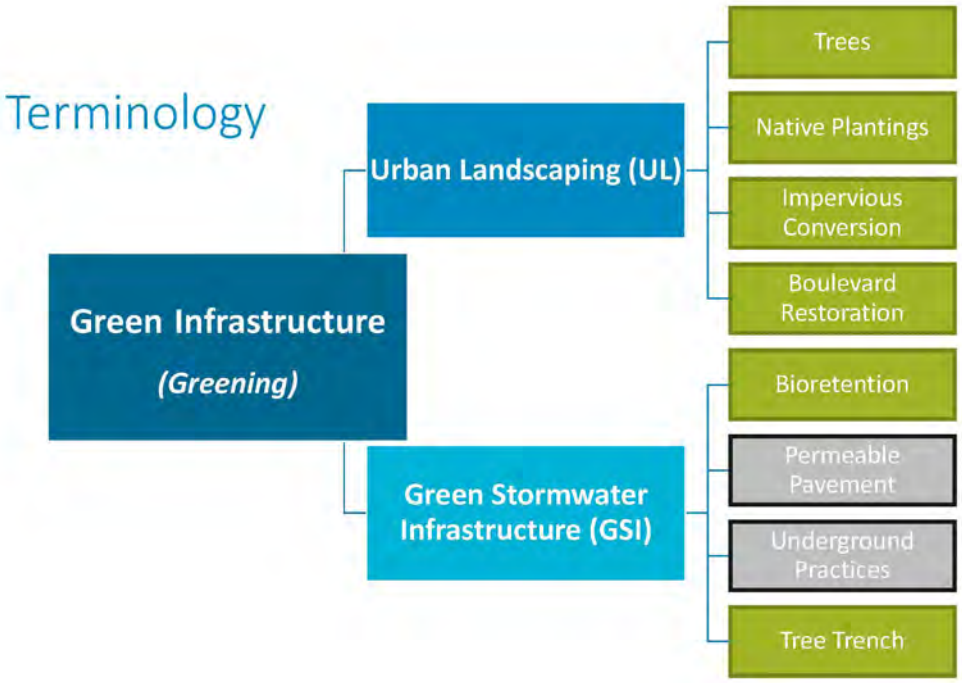
GSI practices help to mitigate the impacts from climate change such as an increase in flooding and urban heat island impacts. Mitigating these impacts also helps the city advance racial equity. The impacts of climate change are disproportionally born by communities of color and are a factor in environmental injustice. The projects completed under this program improve the runoff being discharged to the lakes, streams, and Mississippi River, help to increase urban greening and reduce urban heat island impacts, and help minimize flood impacts in the City of Minneapolis.

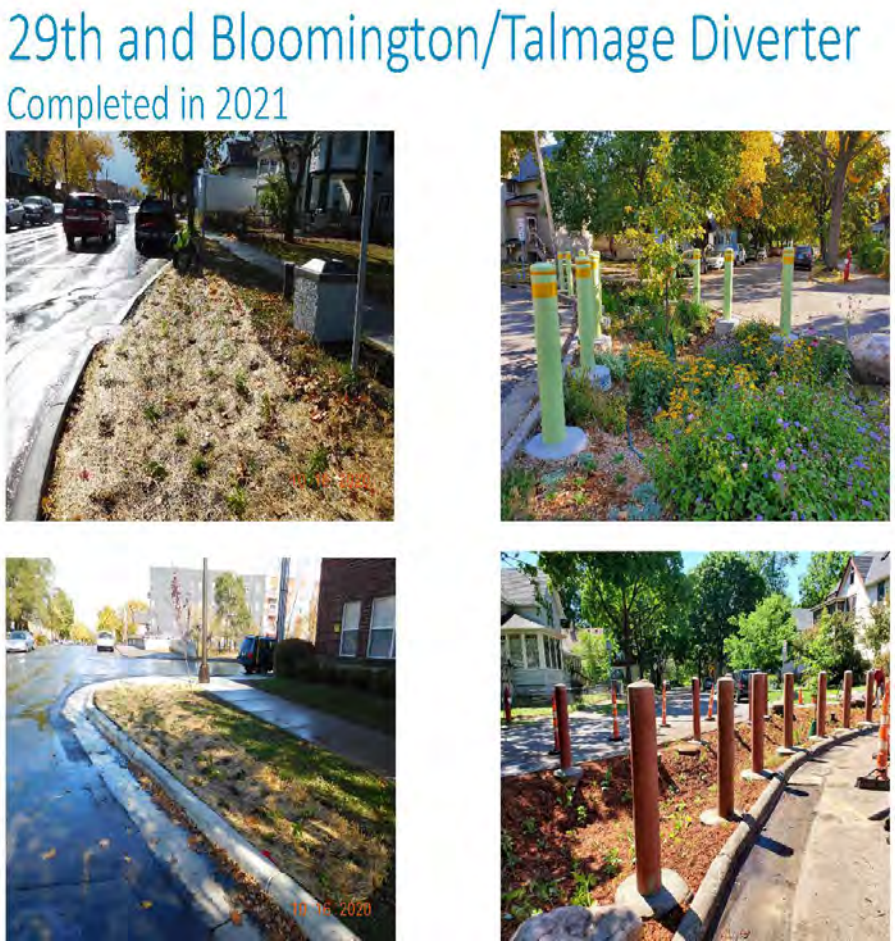
Purpose and Justification

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





Grand Ave. Green Stormwater Infrastructure (GSI)

Installed in 2024 as part of the Grand Avenue South Reconstruction Project

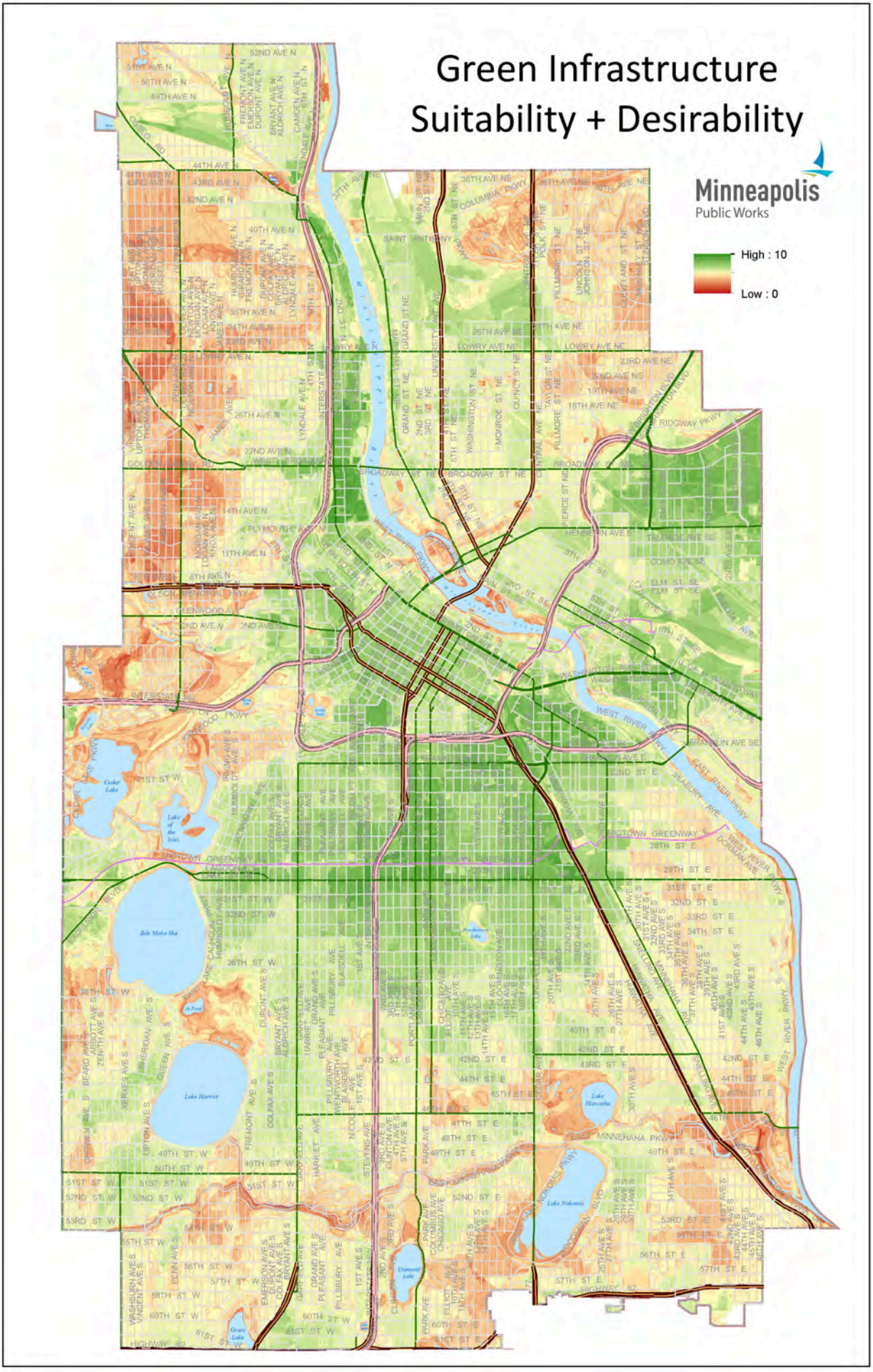
2.24 miles of GSI installed










Green Infrastructure
Suitability + Desirability
Minneapolis
Public Works
High : 10
Low : 0

Project Funding and Cost Breakdown

SW004

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391003 - Enterprise Bonds Issued	$0	$750,000	$950,000	$950,000	$950,000	$1,250,000	$1,250,000
395300 - Stormwater Revenue	$500,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
REVENUES	**$500,000**	**$1,000,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,500,000**	**$1,500,000**
Expenses							
DANDPM - Design and Project Management	$50,000	$100,000	$120,000	$120,000	$120,000	$150,000	$150,000
CONSTC - Construction Costs	$430,000	$860,000	$1,032,000	$1,032,000	$1,032,000	$1,290,000	$1,290,000
GOVER - General Overhead	$20,000	$40,000	$48,000	$48,000	$48,000	$60,000	$60,000
EXPENSES	**$500,000**	**$1,000,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,500,000**	**$1,500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis has over 500 publicly owned and managed stormwater best management practices installed across the city to manage and improve water quality in receiving waters such as lakes, creeks, and the river. Structural best management practices and green stormwater infrastructure are inspected annually and stormwater management ponds are inspected on a 5-year rotating basis. These inspections are used to plan maintenance and replacement programs.

What is the expected useful life of the project/improvement?

25-35 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded the City may run the risk of being found to not be meeting federal Clean Water Act requirements. This could lead to fines and/or enforcement actions against the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets built with this program will be maintained through the Stormwater Utility enterprise fund.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the Minnesota Pollution Control Agency (MPCA) and the federal Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for this program is ensuring full compliance with regulatory requirements. The city's NPDES/SDS permit requires full compliance for stormwater management facilities or the equivalent water quality treatment must be made up elsewhere in the system. The program currently ranks a 3 or 4. The city is meeting requirements but there is room for improvement in efficiency and effectiveness. There are lakes and creeks within the city that are not meeting clean water standards that this program will work to improve.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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 state agencies and Hennepin County to further projects under this program and will continue to pursue similar opportunities as they are available. This funding will also supplement funding and provide grant matches for partnership projects with the MPRB and local watershed management organizations.

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 protection of water resources within the city. These partners are variously involved with the planning, implementation, and additional funding of projects utilizing this fund.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None at this time.

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:

Protection of water resources and providing fishable and swimmable lakes, creek, and river further the city's livability and viability as a community of choice.

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.

NA

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

NA

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The implementation of new stormwater management facilities for the protection of clean water will require additional ongoing maintenance and there will be increase costs to maintain new assets.

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

Cost will vary depending on the project.

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

Year after construction.

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 best management practices (BMPs) may require additional maintenance costs, which would be paid for through the Stormwater Utility enterprise fund. Maintenance costs are highly dependent on the BMPs selected.

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

Any increase would be paid for through the Stormwater Utility enterprise fund.

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:

Any increase would be paid for through the Stormwater Utility enterprise fund.

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 under this program are in progress.

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:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps to meet ongoing needs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This program is intended to improve the water quality in the City's lakes, creeks, and Mississippi River to meet minimum state clean water standards - in furtherance of the following City Goals.

Public Services:

- Work collaboratively between City deprtments to ensure utility budgets are adequately funded to protect water quality.

Environmental Justice:

- 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.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Improve the tree canopy, urban forest, and pollinator habitat.

Built Environment and Transportation:

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research. Nonetheless, individual or community priorities are formed by the immediate and urgent issues that they face, such as a resident facing imminent risk of flooding – who would obviously be more concerned about flooding than other issues. Demographic data suggests that many of the BIPOC communities in Minneapolis are disproportionally impacted by urban heat island impacts due to a reduced tree canopy and increased impervious surfaces. Implementing green stormwater infrastructure can help combat these impacts by adding urban greening and habitat.

What data is available or missing? How can you obtain additional data?

Water quality modeling data is now available for all of Minneapolis. This data identifies locations of existing stormwater best practices, water quality impairments in lakes, creeks, and the river, and predictions on where stormwater best management practices can be located to best improve water quality.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The primary strategy for this program is to inform residents and other stakeholders about city-wide needs for water quality improvement.

There is a goal to increase public participation for the Programs project design and implementation. This may include engaging with residents and stakeholders on how best to meet water quality goals through individual project implementation strategies.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP)

was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers 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: 1/1/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 4 of 6
Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) funding amounts: $750,000
Total project cost (all years): $4,500,000

Project Location:

Address: city-wide
City Sector: city-wide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: See map below

Project Description

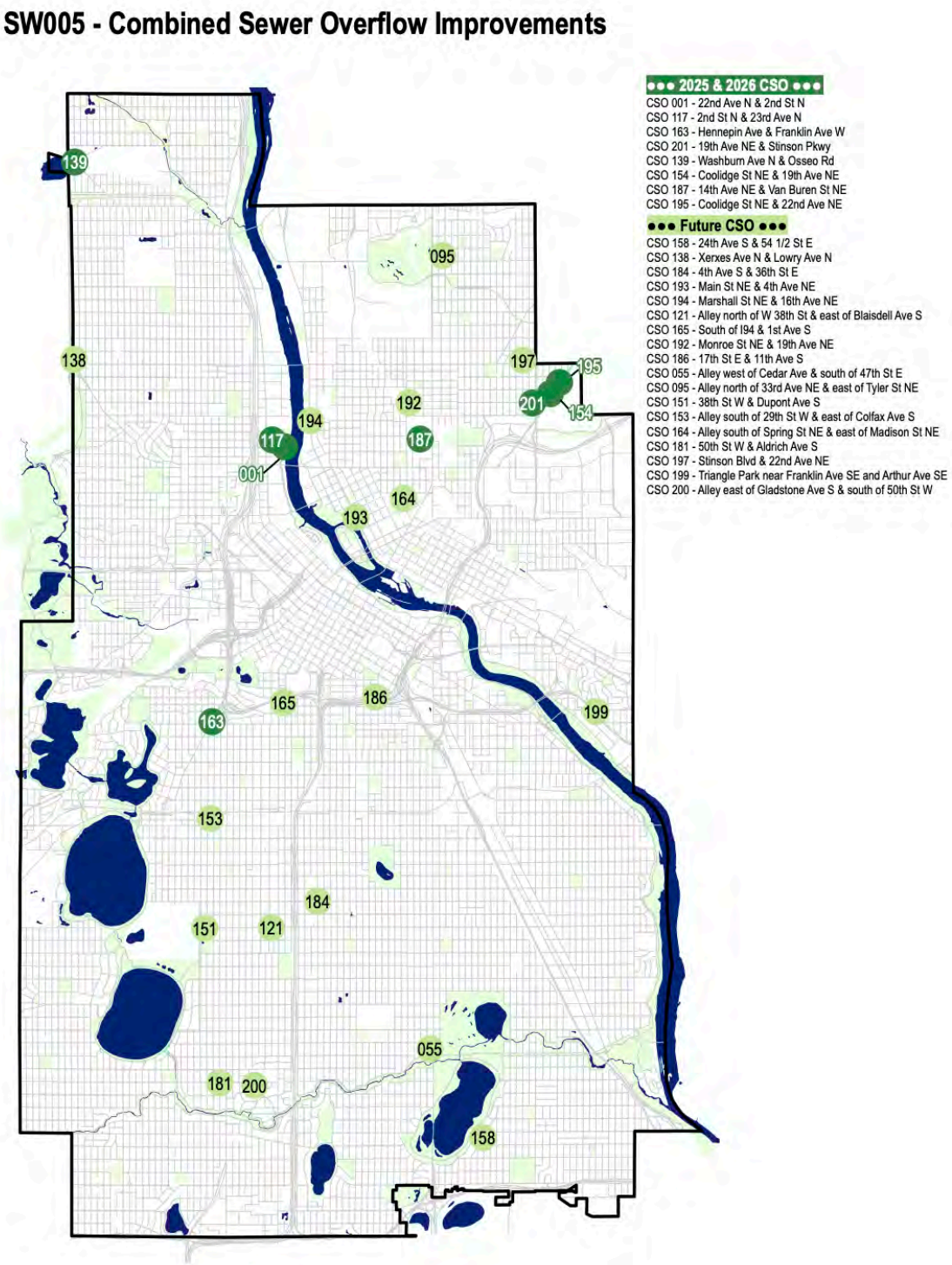
The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect it to the storm drain system where appropriate. This program was developed to remove inflow from public sources and provide facilities for private disconnections where no storm drain currently 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.

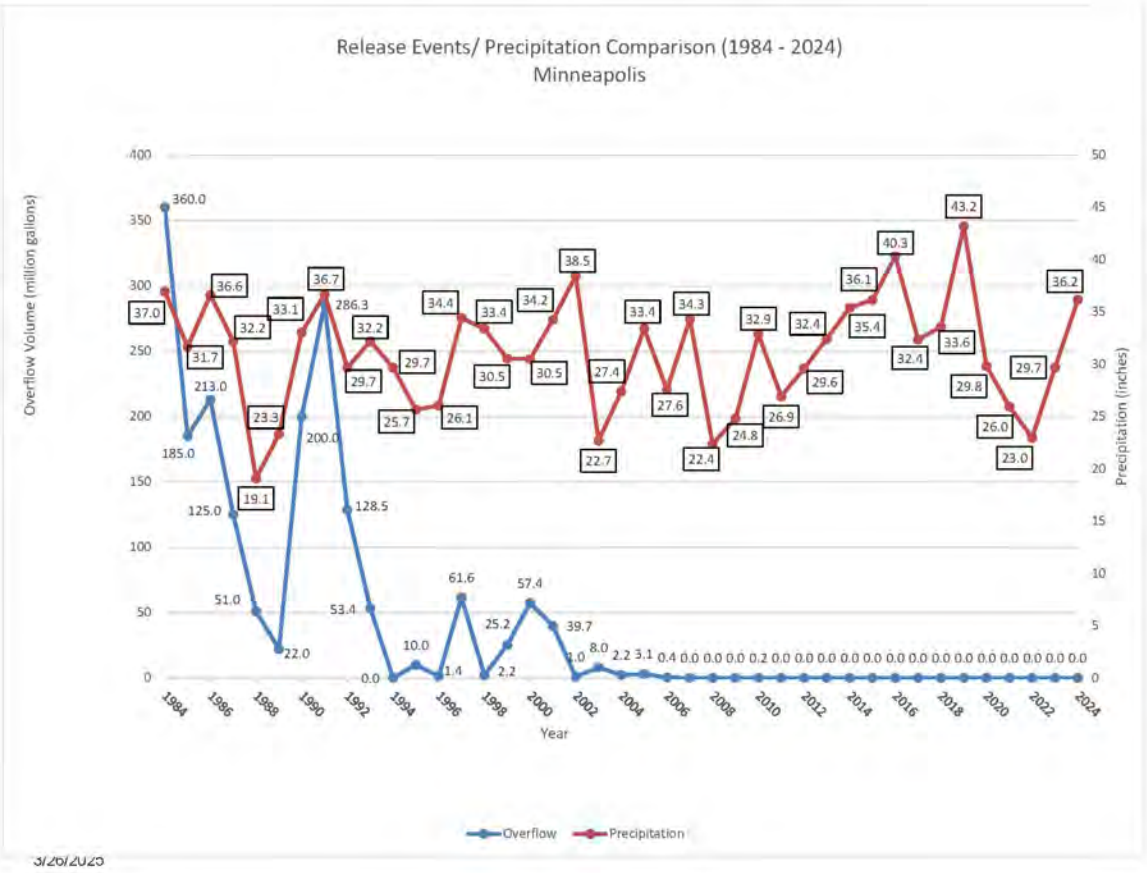
Purpose and Justification

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





Graph showing history of rainfall by year and the reduction in overflows to the river over time.

Project Funding and Cost Breakdown

SW005

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
391003 - Enterprise Bonds Issued	$0	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
395300 - Stormwater Revenue	$750,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
REVENUES	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**
Expenses							
DANDPM - Design and Project Management	$145,000	$145,000	$145,000	$145,000	$145,000	$145,000	$145,000
CONSTC - Construction Costs	$575,000	$575,000	$575,000	$575,000	$575,000	$575,000	$575,000
GOVER - General Overhead	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000
EXPENSES	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing
On-going program

If the project is an existing asset, what is the observed remaining life of the asset?
n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
n/a

What is the expected useful life of the project/improvement?
100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Clear water is removed from the sanitary sewer system as a result of these projects reducing the City's sewage treatment costs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include elimination of combined sewer overflows to protect the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4 - We have met the goal of no CSO releases to the river for 17 of the past 18 years. The risk has not been eliminated, but we have achieved a high level of service.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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:

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

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?

Yes, the Met Council has indicated that recovering capacity in their regional sewer adjacent to projects 117 and 001 is required to support new sewer connections at the Upper Harbor Terminal project north of that 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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is a very small increase in the overall 566 mile storm drain system as a result of this program for the remaining CSO locations. Clear water is also removed from the sanitary sewer system as a result thus reducing the City's sewage treatment costs.

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

$0 - covered with current operations budget.

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

n/a

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

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

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

Any increase would be paid from the Stormwater Utility enterprise fund.

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:

Projects listed for 2025-2026 are in various stages of design and moving into construction over the next 2 years.

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Stormwater system analysis, design and operation activities are driven by data and computer models. Using data to define these activities reduces the potential for bias and results in a more equitable service level across the city. Providing storm sewer capacity where needed to keep rain water out of the sanitary sewer system minimizes the risk of sanitary backups and combined sewer overflows to the Mississippi River. New facilities are planned to address expected outcomes from climate change. Below is a description of how this project meets City Goals.

Public Services

- 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

- 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

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CSO projects are located throughout the city. We have currently prioritized the projects located in north Minneapolis for work in the next two years CSO 1, 117 and 139.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Nonetheless, individual or community priorities are formed by the immediate and urgent issues that they face, such as a resident facing imminent risk of flooding

What data is available or missing? How can you obtain additional data?

Data on what increased water quality will do for our community related to health outcomes, prosperity, and economic standing is difficult to pinpoint. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective infromation to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

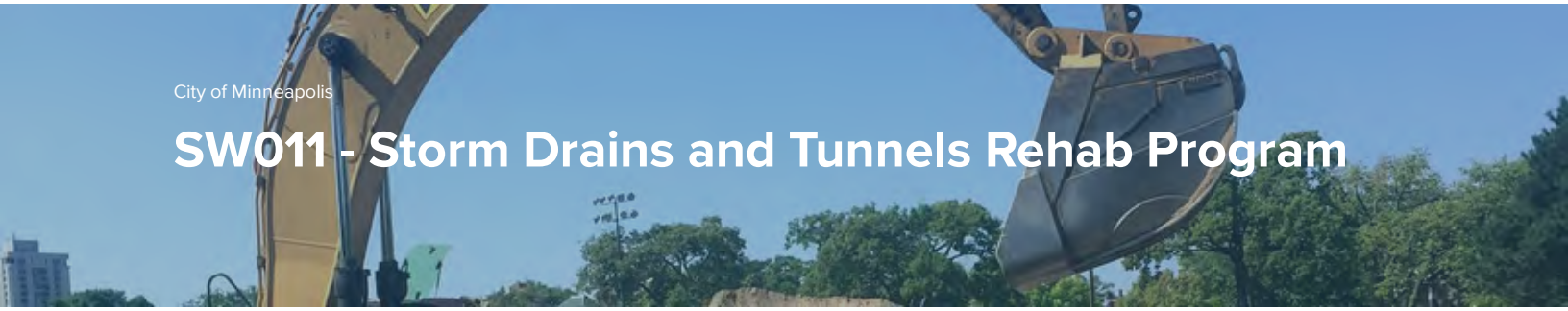
How does the outcome for this project help the city achieve racial equity?

Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

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



City of Minneapolis

SW011 - Storm Drains and Tunnels Rehab Program

Project Details:

Project Start Date: 01/01/26
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 1 of 6
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612-673-5627
Contact Email:
Website:
Prior year(s) funding amounts: $3,500,000
Total project cost (all years): $59,500,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: All
Ward(s) Located: 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

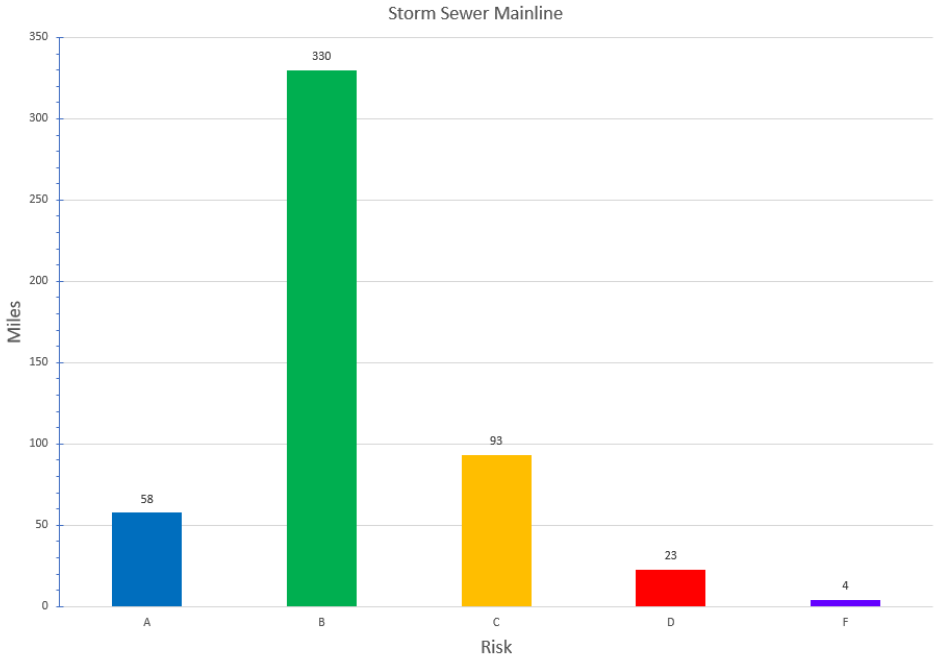
The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi 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.

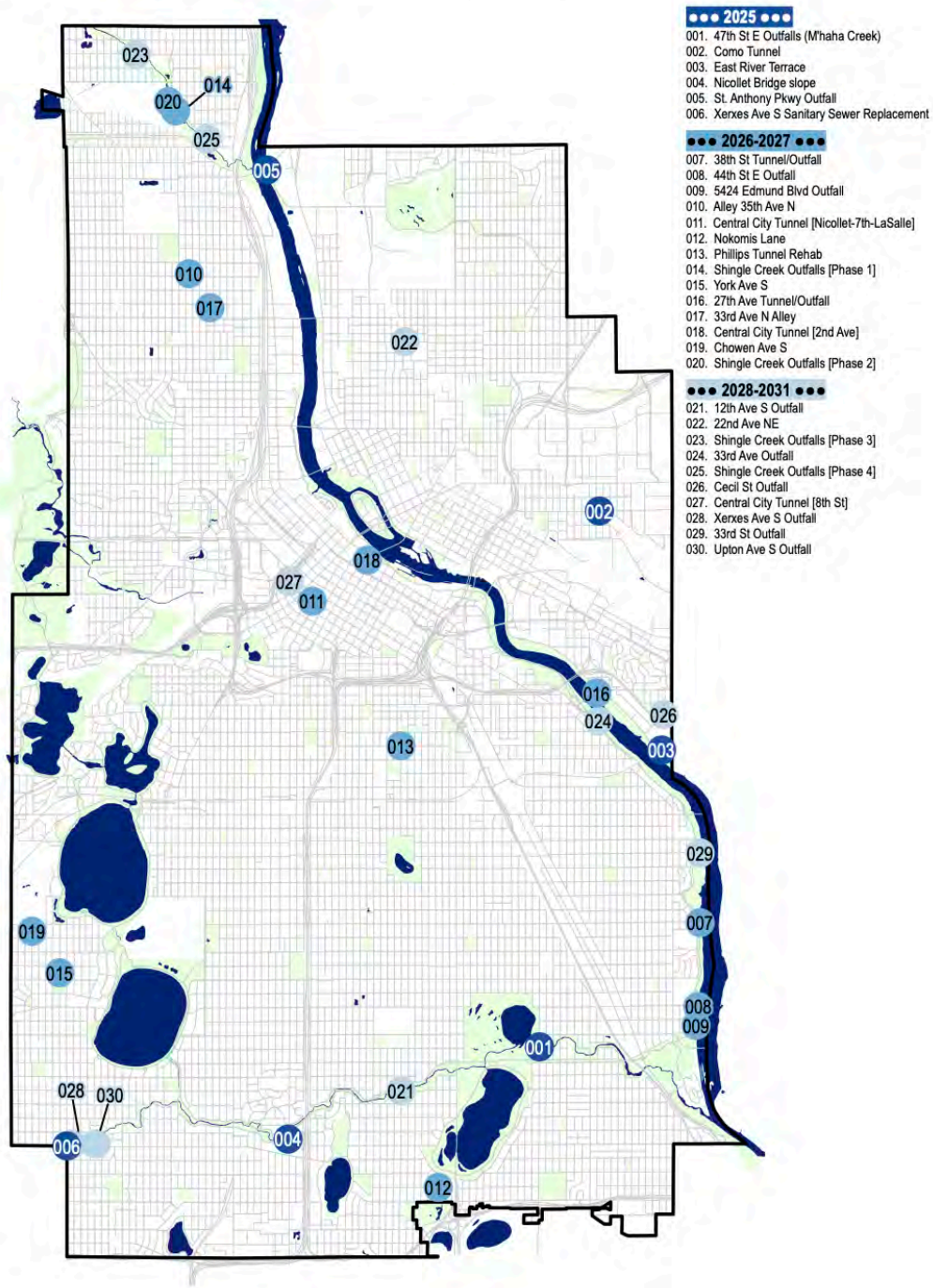
The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department 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



SW011 - Storm Drains and Tunnels Rehab



Project Funding and Cost Breakdown

SW011

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$2,800,000	$10,500,000	$10,500,000	$7,000,000	$8,000,000	$7,500,000	$3,500,000
395300 - Stormwater Revenue	$700,000	$1,000,000	$1,000,000	$2,000,000	$2,000,000	$1,500,000	$500,000

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
REVENUES	**$3,500,000**	**$11,500,000**	**$11,500,000**	**$9,000,000**	**$10,000,000**	**$9,000,000**	**$5,000,000**
Expenses							
DANDPM - Design and Project Management	$725,000	$1,925,000	$1,925,000	$1,550,000	$1,700,000	$1,550,000	$950,000
CONSTC - Construction Costs	$2,615,000	$9,027,576	$9,027,576	$7,021,456	$7,823,904	$7,021,456	$3,811,664
GOVER - General Overhead	$160,000	$547,424	$547,424	$428,544	$476,096	$428,544	$238,336
EXPENSES	**$3,500,000**	**$11,500,000**	**$11,500,000**	**$9,000,000**	**$10,000,000**	**$9,000,000**	**$5,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.
The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Storm Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

NA

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

NA

Economic Development

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

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?

NA

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.

NA

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

NA

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintnenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state..

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

0

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

Include details here.

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

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

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

NA

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:

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:

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:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project maintains and can improve the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

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

- 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 and Transportation

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

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



City of Minneapolis

SW039 - Flood Mitigation - Stormwater Alternatives

Project Details:

Project Start Date: 1/1/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 2 of 6
Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) funding amounts: $8,000,000
Total project cost (all years): $59,000,000

Project Location:

Address: citywide
City Sector: city wide
Neighborhood(s) Located: all
Ward(s) Located: all
Description of Location: see map below

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.

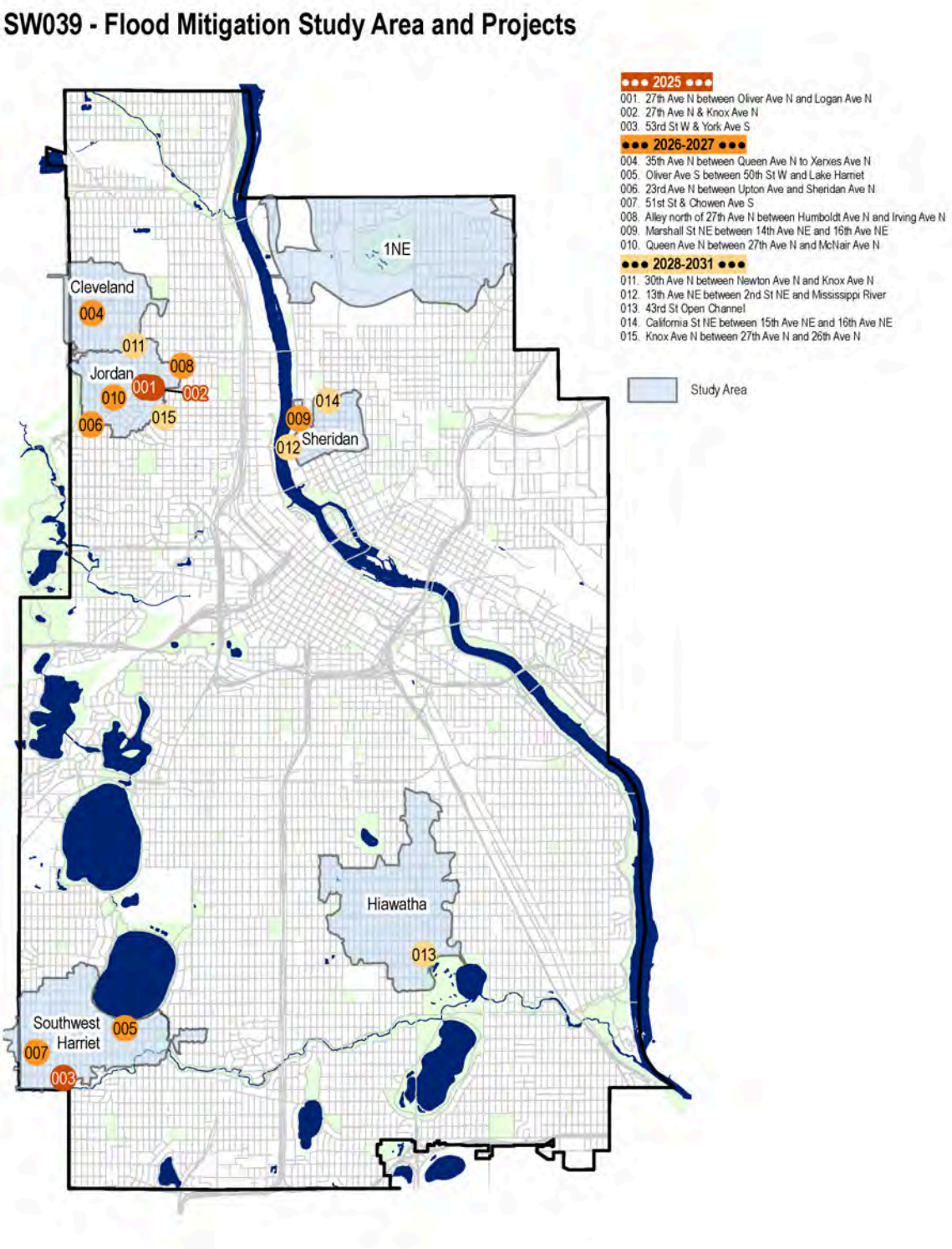
The planning for this program is informed by hydraulic modeling of the storm drain system. This has been a basis for identifying and prioritizing problem areas thru mapping and also for evaluating options for mitigating on-going flooding problems that occur throughout the City during heavy rains. Equity is layered into prioritizing pipesheds for CIP planning (and then improvements) to ensure consideration of both community needs, as well as infrastructure challenges when programming these funds. Concurrently, there are specific flood mitigation projects undergoing alternative analysis in the highest priority pipesheds.

Opportunities to make improvements concurrent with planned paving project areas or other partner agency projects are also planned for with this work.

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 expected outcomes from climate change. Many areas throughout the City already 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 30 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

Complete H & H Modeling	City-Wide Flood Mapping	Prioritization	Alternatives & Analysis	Community Engagement
Estimated 12/31/2018	Extent of Problem	Risk Leverage Street Projects	Viability Cost-Benefit	

SCENARIO 3:



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.





Cleveland neighborhood flooding

35th Ave N and Washburn Ave N, facing east

Project Funding and Cost Breakdown

SW039

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$7,000,000	$18,000,000	$5,000,000	$9,000,000	$7,000,000	$7,000,000	$7,000,000
395300 - Stormwater Revenue	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
REVENUES	**$8,000,000**	**$19,000,000**	**$6,000,000**	**$10,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**
Expenses							
DANDPM - Design and Project Management	$1,680,000	$3,990,000	$1,260,000	$2,100,000	$1,680,000	$1,680,000	$1,680,000
CONSTC - Construction Costs	$6,000,000	$14,250,000	$4,500,000	$7,500,000	$6,000,000	$6,000,000	$6,000,000
GOVER - General Overhead	$320,000	$760,000	$240,000	$400,000	$320,000	$320,000	$320,000
EXPENSES	**$8,000,000**	**$19,000,000**	**$6,000,000**	**$10,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The Flood Mitigation program is not directly related to asset condition, projects driven directly by that metric come from some of the other storm programs. The flood mitigation program looks to add additional or larger storm sewers and green infrastructure based on deficiencies in the capacity of the existing system identified by computer modeling of performance during heavy rains.

What is the expected useful life of the project/improvement?

100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Increased costs for damages and cleanup of flooding, sediment buildup and deterioration of existing system and surfaces.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets built with this program will be maintained thru the Stormwater Utility enterprise fund.

Economic Development

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

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 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.

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

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level would protect homes from flooding during rain events and maintain passable roadways. Current service level is estimated at 2, but varies throughout the city. Many areas throughout the City 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 30 years or more.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

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

We are actively seeking grant opportunities to supplement the cost of this program. An Implementation Grant for Stormwater Resilience for $5,000,000 was received from the MPCA for the 35th Ave N Flood Mitigation project in the Cleveland neighborhood. Another MPCA grant application is in progress this Spring for the Oliver Ave S project. Both of these grants require construction of the projects in 2026.

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 where the jurisdictions overlap to look for opportunities to align the goals of these organizations and to facilitate the ability to partner on projects where possible. Opportunities to leverage grant and partner funding for projects are being considered.
Coordination with neighborhood and business organizations will also take place.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There will be increased costs to maintain new assets, but also reduced costs of reoccurring flooding which causes damages and deterioration of the surrounding areas.

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

The cost will vary depending on the project

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

year after construction

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 and repair of existing assets.

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

Any increase would be paid from the Stormwater Utility enterprise fund.

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:

The first phase of Jordan Neighborhood projects started construction last year and are expected to be completed by summer this year. The 53rd and York Project will begin construction later in 2025. Several other projects in the Jordan, Cleveland, Southwest Harriet and Sheridan areas are in various stages of planning and design.

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

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.

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.

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 a consistent program amount available each year without gaps. The funds for 2026 are planned for the 35th Ave N project and Oliver Ave S project which as explained above have either secured a grant or applied for one and need the local funding in that year so the projects can be completed according to Grant requirements. Funding requests for 2027-2031 are planned to align many projects with upcoming paving projects to leverage the opportunity to not have to pay for surface restoration on some of these projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- 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

- 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

- 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

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by stormwater management requirements and projects.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Flood impacts occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. The impacts of flooding could could disproportionally affect BIPOC and marginalized communities. Based on these findings, the flood mitigation program favors projects within BIPOC and socially vulnerable communities to promote resiliency within those communities.

What data is available or missing? How can you obtain additional data?

Hydrologic modeling data is now available for nearly all of Minneapolis. This data identifies properties that have a high risk of flooding. By applying science-based methods uniformly across the city, the models are able to predict neighborhood flooding without the biases that could occur with a complaint-driven program.

The primary equity-focused, demographic dataset used for the Flood Mitigation Program is the Social Vulnerability Index (SVI) published by the CDC. This dataset is derived from census data and is used by FEMA, the CDC, and others to determine the vulnerability and to evaluate resiliency of neighborhoods. The dataset considers multiple parameters including race, language, wealth, and mobility of residents, and assigns a score to each census tract. The SVI score is used both to promote flood mitigation studies and to favor flood mitigation projects in vulnerable communities.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The primary strategy for the Flood Mitigation Program is to inform residents and other stakeholders about city-wide needs for flood reduction. This includes sharing the Program's information to both the communities that have, and have not been, prioritized for evaluations and improvements. This information is currently provided to residents and stakeholders that are interested in discussing problems related to flooding.

There is a goal to increase public participation for the Program's construction projects. This may include engaging with residents and stakeholders to move toward additional consultation and public involvement. Depending on the scope and impact of the individual project, different strategies on the spectum will be used.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to reduce flooding and to promote better quality in the City's lakes and streams.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Promoting flood mitigation projects in socially vulnerable areas will strengthen resiliency within BIPOC communities and will reduce flood impacts that could further burden these communities that often face economic challenges.

The additional opportunities to implement “greening” and green stormwater infrastructure as a part of these projects can further reduce impacts from climate change and the heat

Additional Information

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



City of Minneapolis

SW99R - Reimbursable Sewer & Storm Drain Projects

Project Details:

Project Start Date: 01/01/25
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Construction
Level of Need: Desirable
Department Priority: 6 of 7
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612.2673.5627
Contact Email:
Website:
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): $6,000,000

Project Location:

Address: City Wide
City Sector: City Wide
Neighborhood(s) Located: City Wide
Ward(s) Located: All
Description of Location: 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

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under.

Project Visuals and Map



Project Funding and Cost Breakdown

SW99R

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
345501 - Other Services Provided	$1,000,000	$0	$0	$0	$0	$0	$0
391003 - Enterprise Bonds Issued	$0	$0	$0	$0	$0	$0	$0
395300 - Stormwater Revenue	$0	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$962,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000	$1,924,000
GOVER - General Overhead	$38,000	$76,000	$76,000	$76,000	$76,000	$76,000	$76,000
EXPENSES	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New / Existing

Work performed on new or existing assets, performed by City crews at the request of other entities. These assets are owned and operated by other entities.

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

NA

What is the expected useful life of the project/improvement?

NA

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

NA

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

NA

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

NA

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

NA

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

NA

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

NA

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

Describe the economic development impact of the project:

NA

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

NA

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.

NA

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

NA

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

N/A

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

N/A

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

N/A

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

N/A

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:

N/A

Minneapolis City Goals

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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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Please describe here.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CBR editors should fill this in with stats from affected neighborhoods here: https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul. Be specific!

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Include details here. Be specific!

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Include details here.

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

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



City of Minneapolis

SWALY - Alley Storm Drain Rehabilitation Program

Project Details:

Project Start Date: 01/01/26
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 6 of 6
Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: 612.673.5627
Contact Email:
Website:
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): $16,700,000

Project Location:

Address: City Wide
City Sector:City WIde
Neighborhood(s) Located: City Wide
Ward(s) Located: 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 alley storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

Purpose and Justification

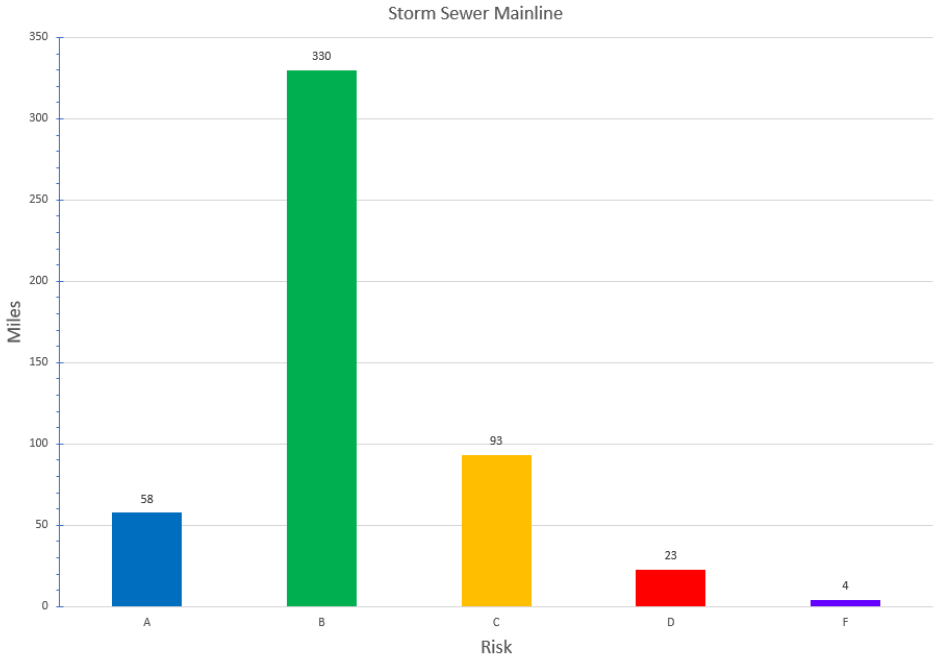
The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

Approximately 91% of the alley storm drains are greater than 70 years old. The “average” length of these alley storm drains is approximately 320 feet. The pipe identified is typically a shallow placed (<6 feet in depth) vitrified clay pipe that experiences frequent freeze/thaw cycles that have resulted in accelerated deterioration and premature failure.

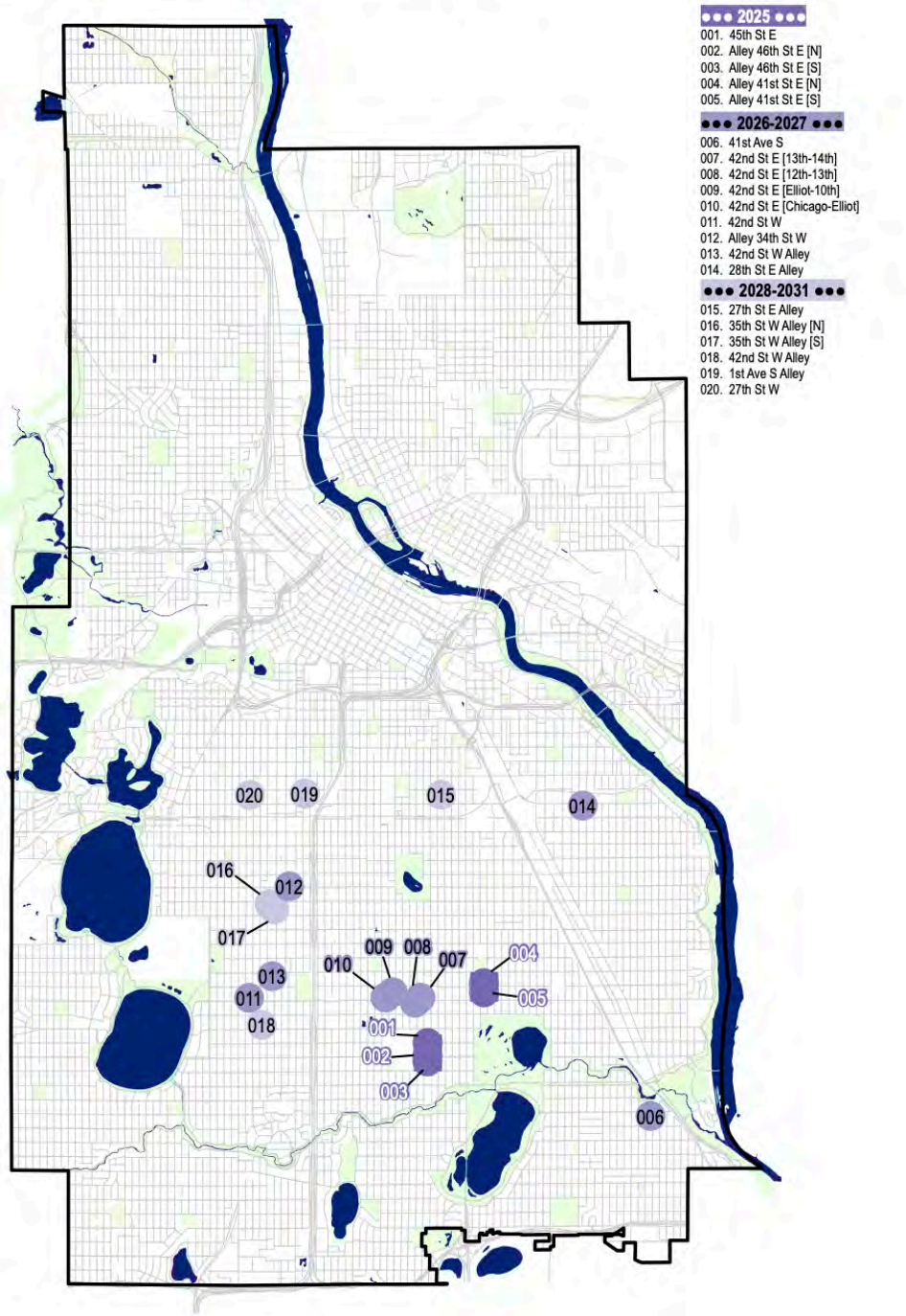
This program is being set up to be independent of the SW011 Storm Drains and Tunnel Rehabilitation Program to allow that program to continue to focus on rehabilitation of the larger stormwater mainline conveyance system. This program recognizes the variety of needs for the smaller existing alley collection systems throughout the City.

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



SWALY - Alley Storm Drain Rehabilitation



Project Funding and Cost Breakdown

SWALY

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$500,000	$2,700,000	$1,000,000	$1,000,000	$1,500,000	$2,700,000	$3,500,000
395300 - Stormwater Revenue	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
REVENUES	**$1,000,000**	**$3,200,000**	**$1,500,000**	**$1,500,000**	**$2,000,000**	**$3,200,000**	**$4,000,000**
Expenses							
DANDPM - Design and Project Management	$250,000	$680,000	$425,000	$425,000	$500,000	$680,000	$800,000
CONSTC - Construction Costs	$702,000	$2,367,258	$1,003,096	$1,003,096	$1,404,320	$2,367,258	$3,009,216
GOVER - General Overhead	$48,000	$152,742	$71,904	$71,904	$95,680	$152,742	$190,784
EXPENSES	**$1,000,000**	**$3,200,000**	**$1,500,000**	**$1,500,000**	**$2,000,000**	**$3,200,000**	**$4,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

The Public Works Surface Water & Sewers Division performs periodic inspections of the stormwater conveyance systems. Approximately 40% of the alley stormwater drains have been televised and assessed. The Division currently has a condition prioritized list of approximately 300 alleys in which the storm drain is currently in deteriorated condition and needs to be rehabilitated.

The sewer pipe systems are assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
5-20 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Approximately 40% of the alley stormwater drains have been televised and assessed. The Division currently has a condition prioritized list of approximately 300 alleys in which the storm drain is currently in deteriorated condition and needs to be rehabilitated.

What is the expected useful life of the project/improvement?

20-50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Storm Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full-service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full-service level is cost prohibitive, we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

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:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
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 inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

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

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?

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

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

0

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

N/A

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

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

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:

SWALY 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:

SWALY is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project maintains and can improve the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- 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

- 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

- 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

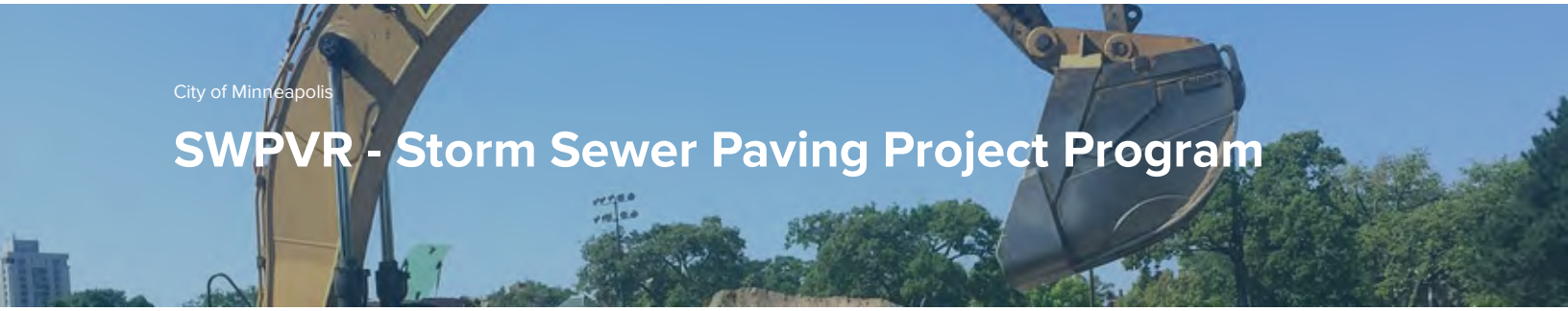
Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

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



City of Minneapolis

SWPVR - Storm Sewer Paving Project Program

Project Details:

Project Start Date: 1/1/26
Estimated Project Completion Date: 12/31/31
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 5 of 6
Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) funding amounts: $6,000,000
Total project cost (all years): $30,000,000

Project Location:

Address: city wide
City Sector: city wide
Neighborhood(s) Located: city wide
Ward(s) Located: All
Description of Location: various locations

Project Description

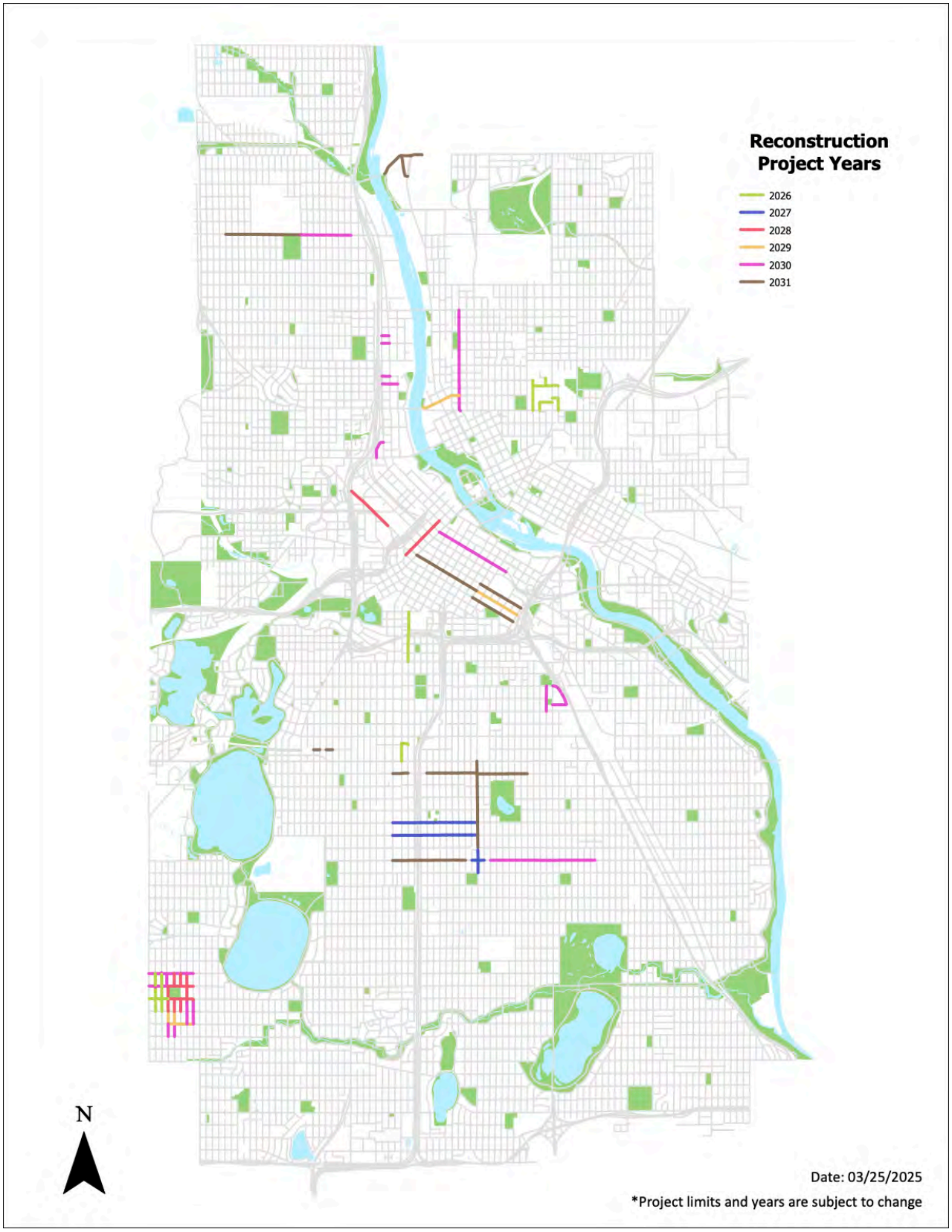
This program establishes annual funding to facilitate data driven construction of new storm drains and repair and rehabilitation of existing storm sewers as needed in coordination with capital paving projects. This program will maximize City-wide investments by aligning storm sewer projects with street reconstruction or resurfacing.

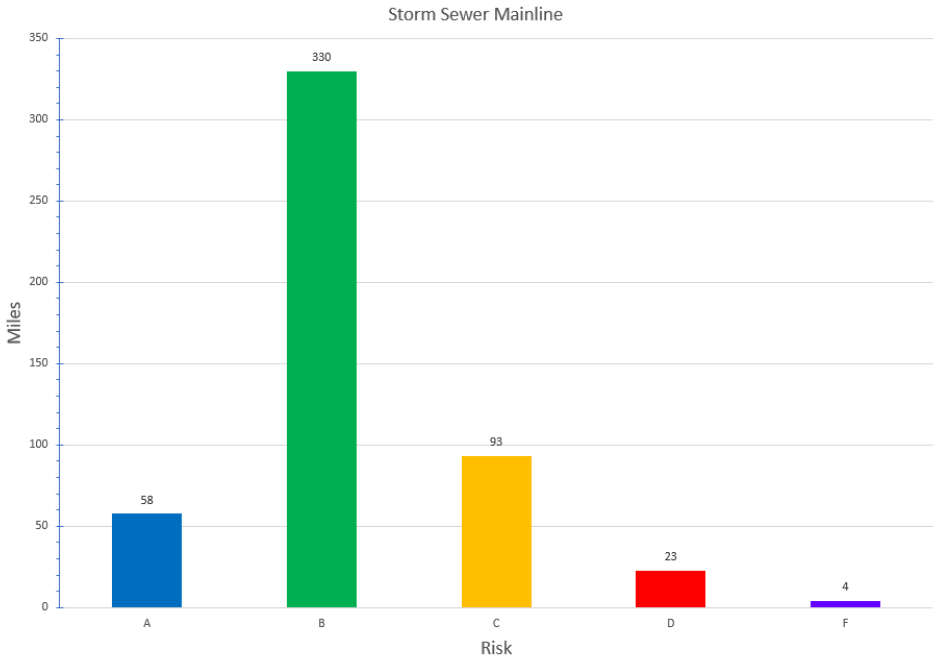
This program will also facilitate funding for stormwater treatment practices that are required on linear reconstruction projects based on the City's stormwater ordinance and NPDES permit requirements.

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 Funding and Cost Breakdown

SWPVR

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$4,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
395300 - Stormwater Revenue	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$6,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**
Expenses							
DANDPM - Design and Project Management	$900,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000
CONSTC - Construction Costs	$4,860,000	$4,050,000	$4,050,000	$4,050,000	$4,050,000	$4,050,000	$4,050,000
GOVER - General Overhead	$240,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000
EXPENSES	**$6,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing ongoing program

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.

The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response. In addition, it would affect delivery of some of the paving projects as there would not be enough funds to deliver drainage improvements and stormwater treatment required to support street designs and permit requirements.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This program includes a combination of existing and new assets. The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level for this project would improve the condition of existing deteriorated assets, meet regulatory requirements for stormwater treatment and provide improvements to provide drainage for the road facilities.

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:

n/a

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

n/a

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

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 and increased infiltration of stormwater 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.

varies

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

varies

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.

covered in paving project CBRs

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of new storm drains and water quality treatment facilities. However, this project may also decrease annual operating and maintenance costs of the same division for maintaining existing infrastructure.

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

The impact will vary and will be determined based on the storm sewer system needs in the location of capital paving projects

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

ongoing

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

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

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

Any increase would be paid from the Stormwater Utility enterprise fund.

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:

Major maintenance or replacement with vary with the asset type.

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 in an ongoing program to provide funding for stormwater improvements as a part of paving projects and generally follow the schedules of those projects.

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 is established to coordinate funding to occur in advance or in coordination with street paving projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- 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

- 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

- 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

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects. The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective infromation to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

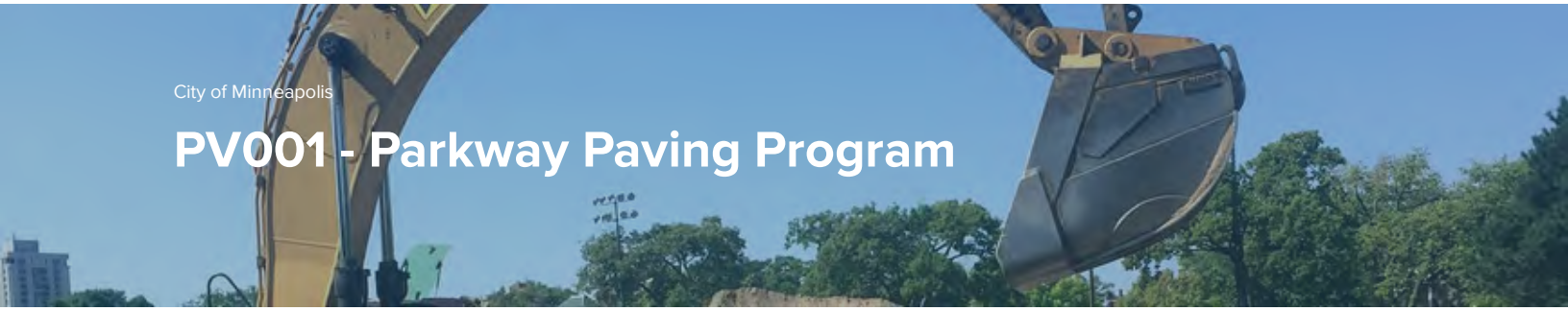
Maintaining storm sewer services in the City ensures that all areas of the City are served.

Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

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



City of Minneapolis

PV001 - Parkway Paving Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 25 of 62
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 290- 5898
Contact Email: tracy.lindgren@minneapolismn.gov
Website:
Prior year(s) funding amounts: $1,250,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

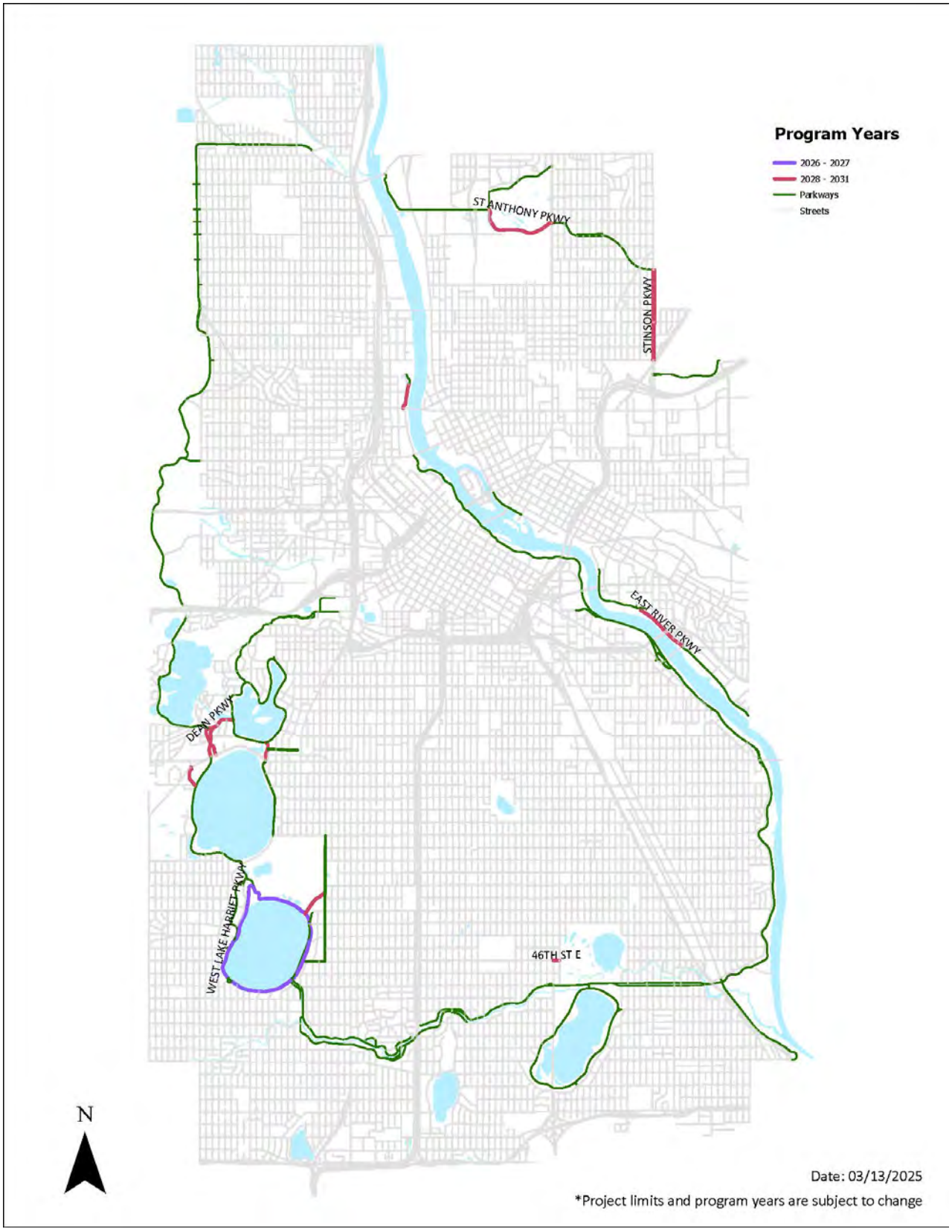
The Minneapolis Parks and Recreation Board currently owns approximately 55 miles of parkways throughout Minneapolis. This system of parkways allows people to experience the City's parks, lakes, gardens, and diverse neighborhoods. To maintain and improve the condition of parkway streets, Minneapolis Public Works assists with the maintenance of parkways by funding pavement improvements as a part of the Parkway Paving Program. This program will consider an array of pavement rehabilitation treatments including pavement preservation through seal coating and repaving parkway streets. Projects may include replacement of some sections of curb, gutter, driveways, and pavement striping.

Purpose and Justification

The objective of this program is to remove deteriorated pavement and provide a new driving 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 10-20 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. Substantial work was completed in 2023 to evaluate the condition of the parkway system and reach consensus between Minneapolis Public Works and the Minneapolis Park and Recreation Board on an appropriate investment level for the next five years.

The supplemental funding request in this program corresponds to the Parkway ordinance that the Minneapolis City Council adopted in December of 2023. The ordinance states that “(c) The public works department shall maintain the parkways at a standard not less than the city’s standard for other city streets.” Should the PV056, Asphalt Resurfacing Program, receive increased funding then PV001 will be allocated the appropriate amount of additional funding to maintain the parkways.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321529 - MN Department of Natural Resources Grant	$0	$320,000	$0	$0	$0	$0	$0
301000 - General Property Taxes	$0	$0	$0	$0	$0	$0	$0
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$50,000	$100,000	$150,000	$150,000	$100,000	$100,000	$100,000
381001 - Transfer Fr City General 00100	$494,000	$0	$0	$0	$0	$0	$0
382901 - Transfer Fr Other Spec Rev Fds	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$706,000	$2,600,000	$3,225,000	$3,250,000	$2,650,000	$2,650,000	$2,650,000
REVENUES	**$1,250,000**	**$3,020,000**	**$3,375,000**	**$3,400,000**	**$2,750,000**	**$2,750,000**	**$2,750,000**
Expenses							
DANDPM - Design and Project Management	$312,500	$755,000	$843,750	$850,000	$687,500	$687,500	$687,500
CONSTC - Construction Costs	$812,500	$1,963,000	$2,193,750	$2,210,000	$1,787,500	$1,787,500	$1,787,500
GOVER - General Overhead	$125,000	$302,000	$337,500	$340,000	$275,000	$275,000	$275,000
EXPENSES	**$1,250,000**	**$3,020,000**	**$3,375,000**	**$3,400,000**	**$2,750,000**	**$2,750,000**	**$2,750,000**

Supplemental Project Funding and Cost Breakdown

PV001A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$0	$0	$0	$50,000	$50,000	$50,000
391002 - Net Debt Bonds Issued	$0	$0	$95,000	$180,000	$880,000	$990,000	$1,110,000
REVENUES	**$0**	**$0**	**$95,000**	**$180,000**	**$930,000**	**$1,040,000**	**$1,160,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$23,750	$45,000	$232,500	$260,000	$290,000
CONSTC - Construction Costs	$0	$0	$61,750	$117,000	$604,500	$676,000	$754,000
GOVER - General Overhead	$0	$0	$9,500	$18,000	$93,000	$104,000	$116,000
EXPENSES	**$0**	**$0**	**$95,000**	**$180,000**	**$930,000**	**$1,040,000**	**$1,160,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The parkway system has had PCI data gathered at various times between 2017 and 2023 with data gathered on portions of the system in a given year. Typically, segments being addressed are in Poor condition. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
Asphalt resurfacing typically extends the life of the pavement by at least 20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the parkway. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as parkway reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Parkways meet the guidance outlined in the Street Design Guide. The street currently operates as a parkway and does not have transit operating on the streets. Most Parkway streets are identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The objective of this program is to remove deteriorated pavement and provide a new driving surface to further extend the life of the parkway in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This method can extend the life of the existing parkway street by at least 20 years. Streets are evaluated for selection based on ride and condition of the parkway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed

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:
In 2024 the City secured a $320,000 grant from the Minnesota Department of Natural Resources to apply to for the rehabilitation of Lake Harriet Parkway.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Minneapolis Parks and Recreation Board (MPRB). Collaboration with partners will focus on parkway programing, site visits and construction coordination with annual MPRB events.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Parkway

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

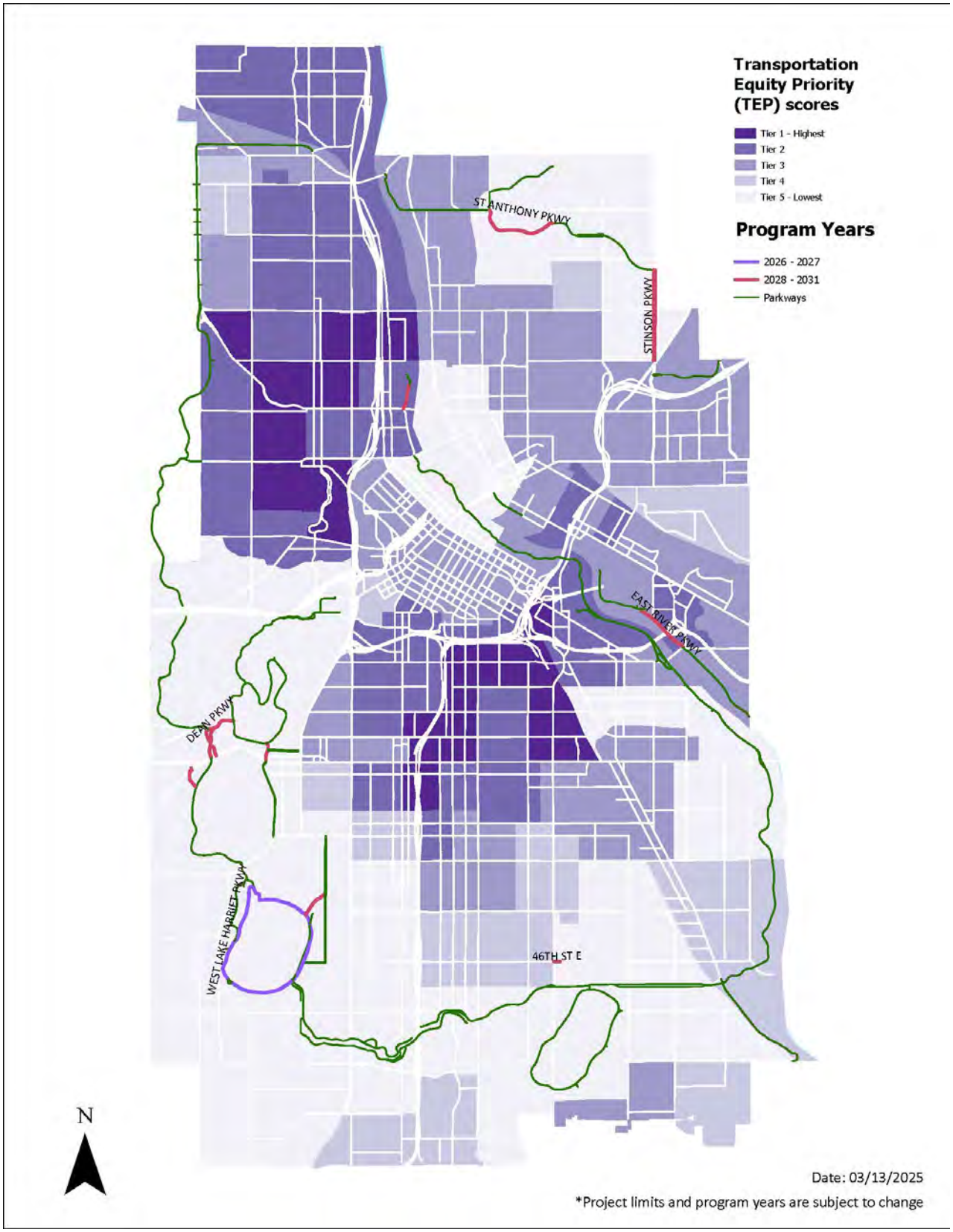
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

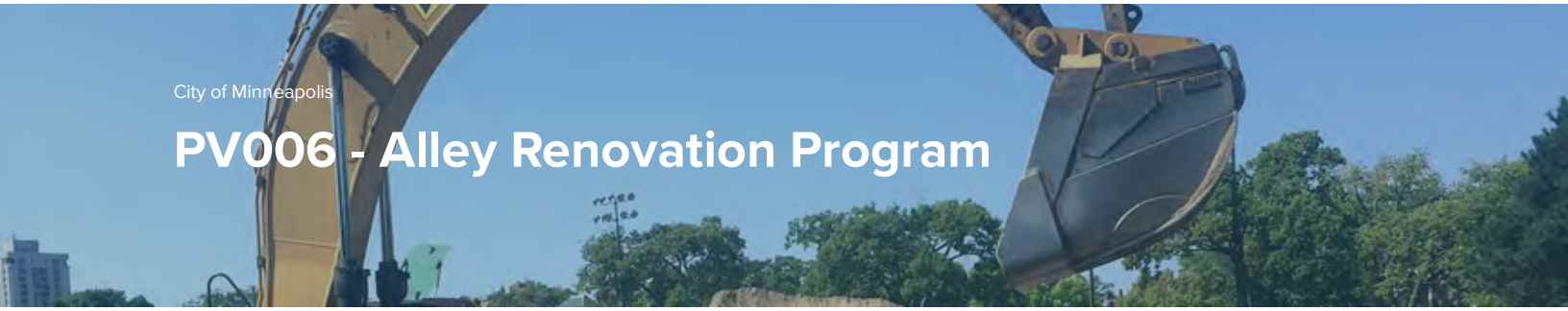
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV006 - Alley Renovation Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 29 of 66
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 290-5898
Contact Email: tracy.lindgren@minneapolismn.gov
Website:
Prior year(s) funding amounts: $250,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

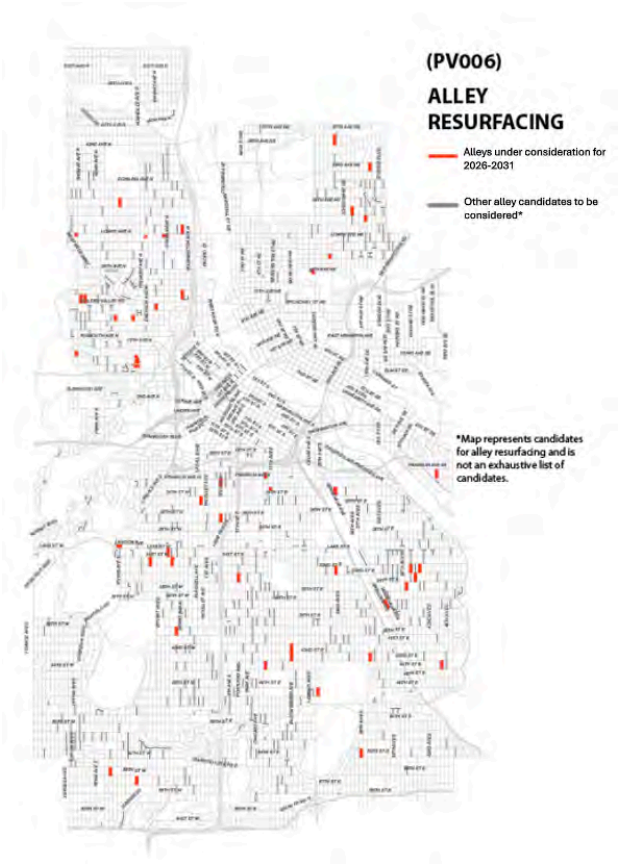
Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 sections) of concrete or asphalt surfaced alleys. This program will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “fair” condition according to an “Alley Pavement 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 access 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.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have continued to increase. The additional funding proposed is just the first step that Public Works is taking to reevaluate the true cost to deliver projects within this program.

Project Visuals and Map



Project Funding and Cost Breakdown

PV006

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000
REVENUES	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**
Expenses							
DANDPM - Design and Project Management	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500
CONSTC - Construction Costs	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500
GOVER - General Overhead	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
EXPENSES	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Supplemental Project Funding and Cost Breakdown

PV006A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
391002 - Net Debt Bonds Issued	$0	$200,000	$200,000	$200,000	$200,000	$200,000	$200,000
REVENUES	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**
Expenses							
DANDPM - Design and Project Management	$0	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
CONSTC - Construction Costs	$0	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500
GOVER - General Overhead	$0	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
EXPENSES	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly constructed or reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local alley system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses a developed Alley Pavement Condition Index (APCI) which has been created to analyze, review and inventory the City of Minneapolis alley system. This program uses pavement distress criteria, drainage, existing pavement condition and is then imported into the Public Works data base which layers the Transportation Equity Priority Areas to provide the complete criteria for alley selection for each year. Alleys that are rated as poor to fair will be considered in PV006, Alley Renovation Program. Alleys which are identified as "Failed to Dirt" are added to PV063 as a candidate for alley construction or reconstruction. Therefore, using both programs will provide the correct engineered solution for the specific alley.

What is the expected useful life of the project/improvement?
Alley renovation can extend the life of an alley by at least 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Rehabilitation projects completed within this program are aimed at extending the useful life of the alley. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Alleys meet the guidance outlined in the Street Design Guide. Alleys do not have planned transit operating on the corridor. Alleys are not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are not identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

stormwater runoff. Service level scores will vary across segments considered for this program in various years.

On a scale of 1-5, this program typically completes Alleys with a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Alley

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Operating costs will be paid through the existing maintenance budget.

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:
Refer to answers above.

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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 approximately 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:
For annual programs such as PV006, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

PV056 - Asphalt Pavement Resurfacing Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 26 of 66
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 290-5898
Contact Email: tracy.lindgren@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/sresurfacing/
Prior year(s) funding amounts: $9,655,351
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

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 upgrading all non-compliant pedestrian ramps to meet current ADA design standards and the 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.

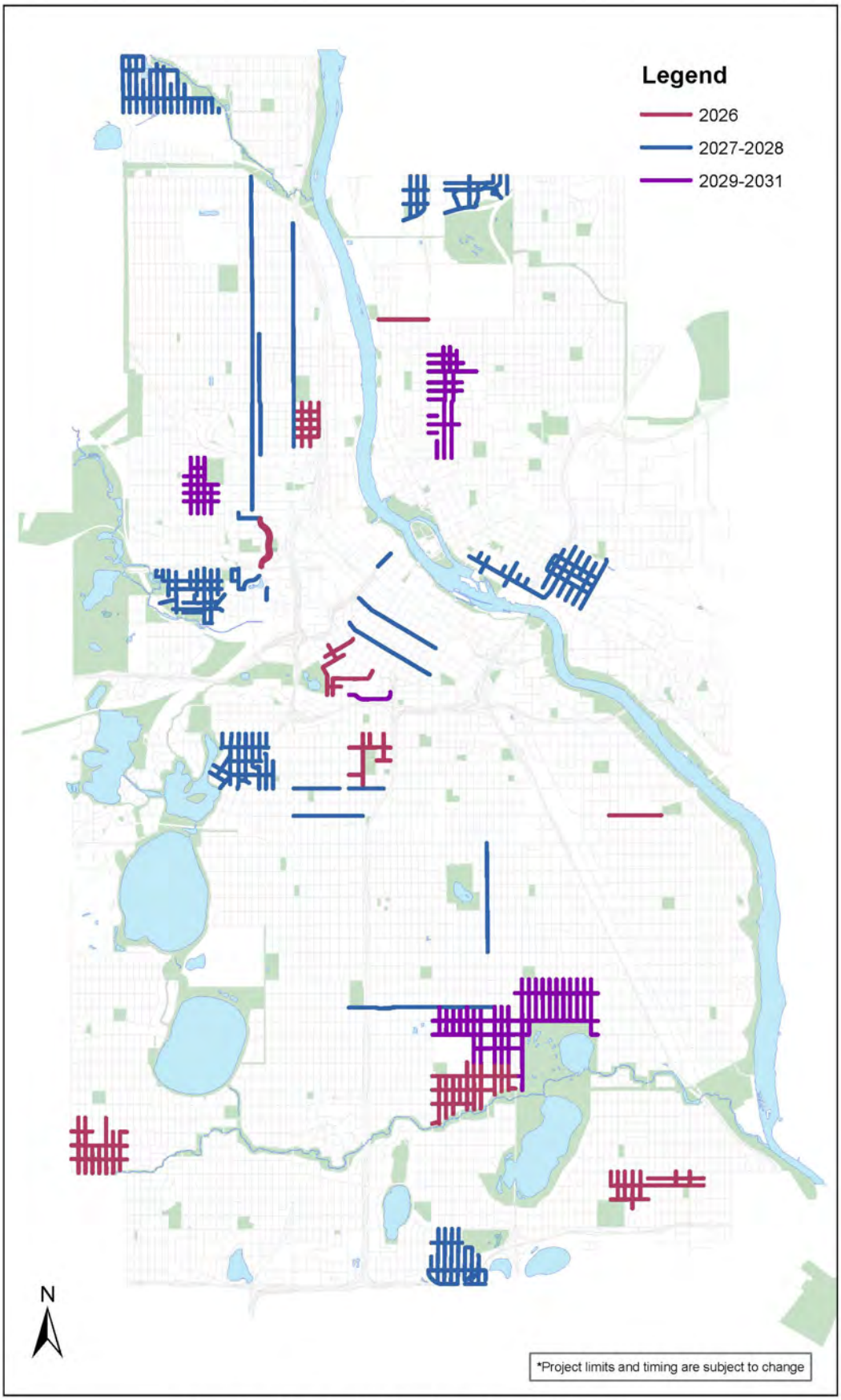
Purpose and Justification

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 and replace all pedestrian ramps that are not ADA compliant. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for all road users, and improves the overall pavement condition of asphalt streets.

The supplemental funding request in this program builds on the foundation that 20 Year Streets Funding Plan created. The Plan outlined that the City has a pavement management goal to maintain a "fair" pavement condition citywide. Competing city goals and increased costs mean that the funding originally identified for this

program are no longer completing the same number of miles that were assumed when the 20 Year Streets Funding Plan was created. The supplemental funding requested represents the difference between what the identified funding is, and the amount of funding required to complete the same number of miles that were assumed when completing the 20 Year Streets Funding Plan.

Project Visuals and Map



PV056 Asphalt Resurfacing Program 2026-2031

Date: 3/20/2025

Project Funding and Cost Breakdown

PV056

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
321514 - Municipal State Aid	$3,000,000	$3,500,000	$0	$0	$0	$0
321523 - 321523 - MN State Bonding	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$4,800,000	$5,600,000	$6,525,000	$4,500,000	$4,650,000	$4,800,000
375500 - Other Misc Revenues	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
381001 - Transfer Fr City General 00100	$5,229,000	$11,096,000	$0	$7,458,000	$0	$0
382701 - Transfer Fr Conv Ctr 01760	$0	$0	$0	$0	$0	$0
382901 - Transfer Fr Other Spec Rev Fds	$0	$0	$0	$0	$0	$0
386401 - Trnsfr Fr Bus Info Svcs 06400	$0	$0	$0	$0	$0	$0
386901 - Trnsfr Fr City Self Ins 06900	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$8,271,000	$4,504,000	$22,175,000	$7,442,000	$15,350,000	$15,900,000
395000 - Use Of Fund Balance	$0	$0	$0	$0	$0	$0
REVENUES	**$22,300,000**	**$25,700,000**	**$29,700,000**	**$20,400,000**	**$21,000,000**	**$21,700,000**
Expenses						
DANDPM - Design and Project Management	$5,575,000	$6,425,000	$7,425,000	$5,100,000	$5,250,000	$5,425,000
CONSTC - Construction Costs	$14,495,000	$16,705,000	$19,305,000	$13,260,000	$13,650,000	$14,105,000
GOVER - General Overhead	$2,230,000	$2,570,000	$2,970,000	$2,040,000	$2,100,000	$2,170,000
EXPENSES	**$22,300,000**	**$25,700,000**	**$29,700,000**	**$20,400,000**	**$21,000,000**	**$21,700,000**

Supplemental Project Funding and Cost Breakdown

PV056A

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
365000 - Special Assessments	$1,950,000	$1,400,000	$725,000	$3,000,000	$3,100,000	$3,200,000
391002 - Net Debt Bonds Issued	$6,850,000	$5,000,000	$2,575,000	$10,600,000	$10,900,000	$11,200,000
REVENUES	**$8,800,000**	**$6,400,000**	**$3,300,000**	**$13,600,000**	**$14,000,000**	**$14,400,000**
Expenses						
DANDPM - Design and Project Management	$2,200,000	$1,600,000	$825,000	$3,400,000	$3,500,000	$3,600,000
CONSTC - Construction Costs	$5,720,000	$4,160,000	$2,145,000	$8,840,000	$9,100,000	$9,360,000
GOVER - General Overhead	$880,000	$640,000	$330,000	$1,360,000	$1,400,000	$1,440,000
EXPENSES	**$8,800,000**	**$6,400,000**	**$3,300,000**	**$13,600,000**	**$14,000,000**	**$14,400,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in Fair to Poor condition. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by a minimum of 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and renovation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing, seal coat and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. Additionally, this program upgrades pedestrian ramps that are not compliant with ADA standards. The overall impact of this program improves the ride quality for all road users, improves the overall pavement condition of asphalt streets and reduces maintenance expenditures to address potholes .

On a scale of 1-5, this program typically addresses streets with a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
The available right-of-way varies and this program does not generally move curb lines. When bicycle Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near-term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
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 City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

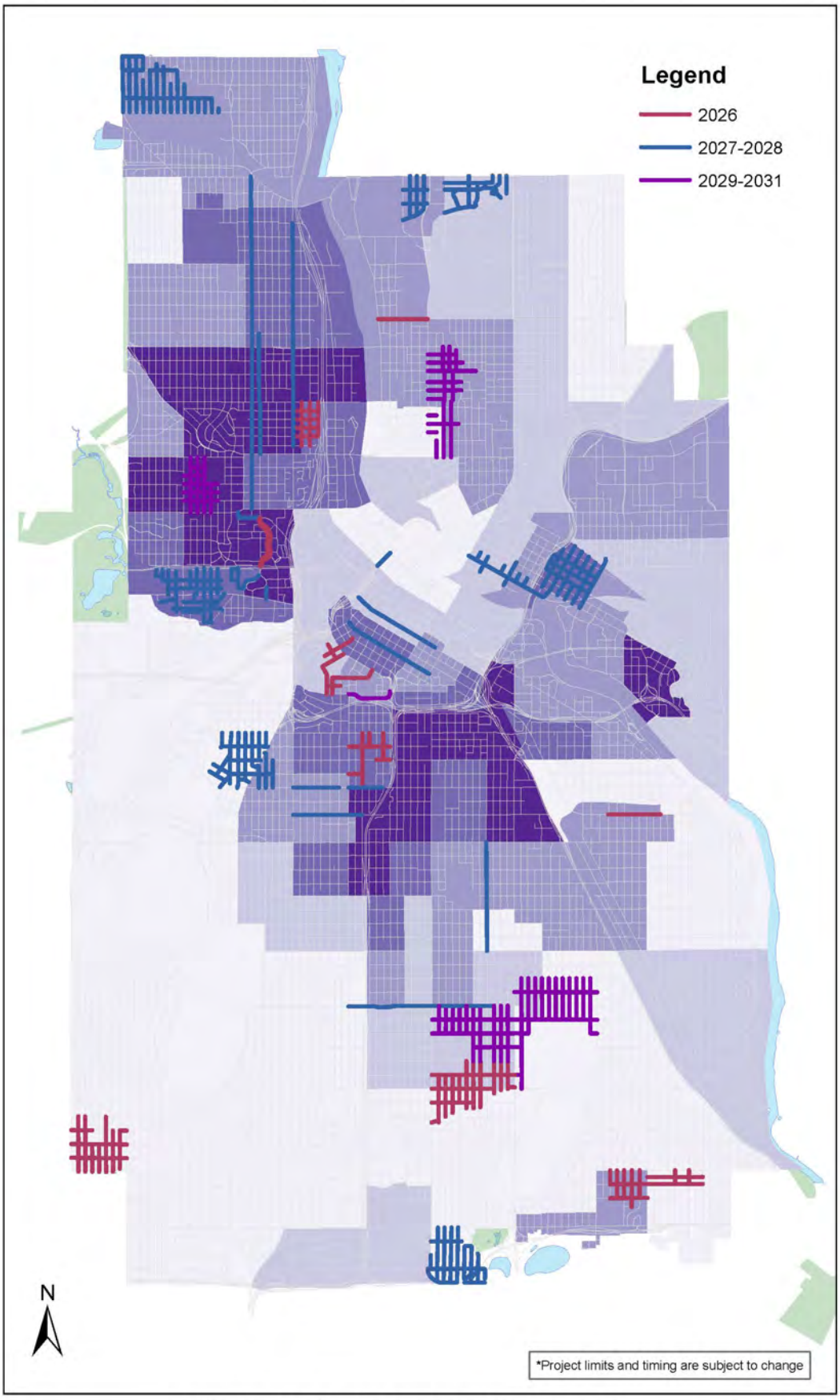
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



PV056 Asphalt Resurfacing Program 2026-2031

Date: 3/20/2025

Additional Information

Not Applicable.



City of Minneapolis

PV059 - Major Pavement Maintenance Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 27 of 66
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 290-5898
Contact Email: tracy.lindgren@minneapolismn.gov
Website:
Prior year(s) funding amounts: $250,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

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.

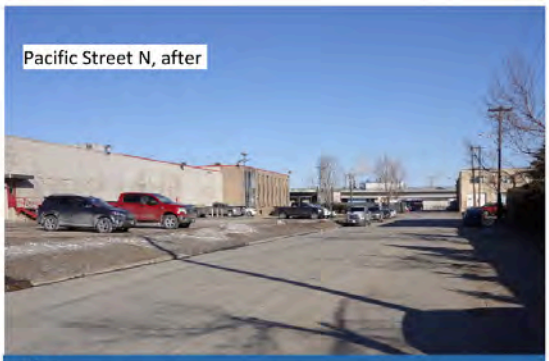
Project Visuals and Map

MAJOR PAVEMENT MAINTENANCE

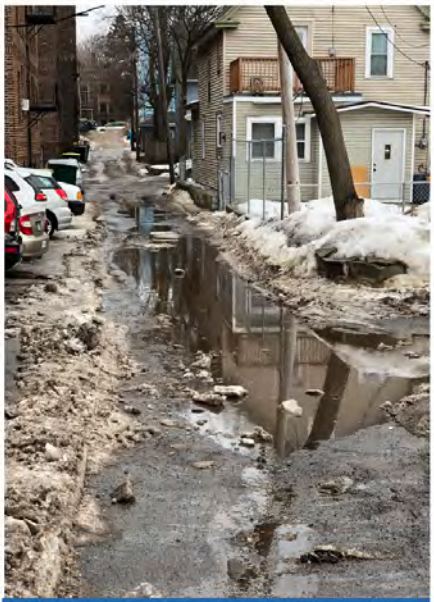
Minneapolis
City of Lakes



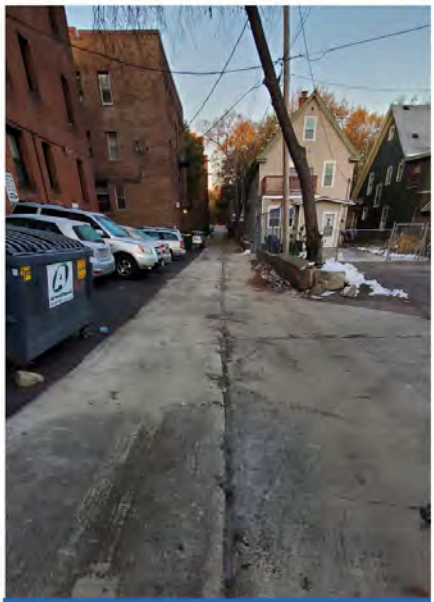
Before



After



Before



After

Project information is subject to change.

PV059 Major Pavement Maintenance

Write a title for the content Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
REVENUES	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**
Expenses							
DANDPM - Design and Project Management	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500
CONSTC - Construction Costs	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500
GOVER - General Overhead	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
EXPENSES	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in poor to very poor condition over localized sections which is anomalous to the pavement around it.

What is the expected useful life of the project/improvement?
Pavement repairs in this program are expected to last 20 or more years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Rehabilitation projects completed within this program are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Targeted rehabilitation projects like those completed in PV059 reduce the need for more costly asset management activities such as resurfacing or reconstruction when the rest of the street does not require it.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the street surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No Grants or non-City funding has been secured.

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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.

On a scale of 1-5, this program address streets with a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 to repair/reconstruct failed street sections in the city right of way, but is not intended to change or enhance the All Ages and Abilities Network.

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.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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.

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- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

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What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

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1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



PV063 - Unpaved Alley Construction Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 30 of 66
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 290-5898
Contact Email: tracy.lindgren@minneapolismn.gov
Website:
Prior year(s) funding amounts: $220,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct or reconstruct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. This program will construct or reconstruct an alley that is rated in "failed" or "dirt "condition according to an "Alley Pavement Condition Index" database. These alleys will be paved using the standard concrete alley design. In addition to the alley paving, alley retaining wall and storm water improvements necessitated by the alley improvement will be addressed.

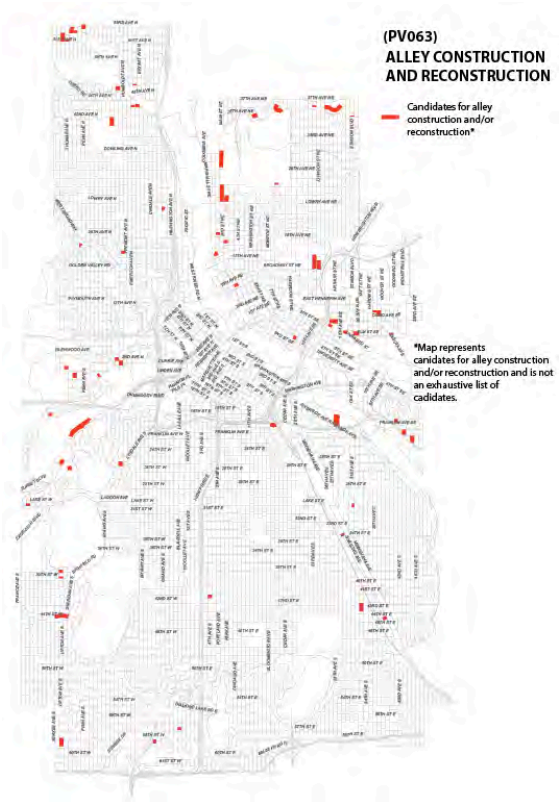
Purpose and Justification

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 access 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.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding. This creates challenges for Public Works to deliver the right project at the right time

as project costs have continued to increase. The additional funding proposed is just the first step that Public Works is taking to reevaluate the true cost to deliver projects within this program.

Project Visuals and Map



Project Funding and Cost Breakdown

PV063

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$170,000	$170,000	$170,000	$170,000	$170,000	$170,000	$170,000
REVENUES	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**
Expenses							
DANDPM - Design and Project Management	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000
CONSTC - Construction Costs	$143,000	$143,000	$143,000	$143,000	$143,000	$143,000	$143,000
GOVER - General Overhead	$22,000	$22,000	$22,000	$22,000	$22,000	$22,000	$22,000
EXPENSES	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**

Supplemental Project Funding and Cost Breakdown

PV063A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
391002 - Net Debt Bonds Issued	$0	$170,000	$170,000	$170,000	$170,000	$170,000	$170,000
REVENUES	**$0**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**
Expenses							

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
DANDPM - Design and Project Management	$0	$55,000	$55,000	$55,000	$55,000	$55,000	$55,000
CONSTC - Construction Costs	$0	$143,000	$143,000	$143,000	$143,000	$143,000	$143,000
GOVER - General Overhead	$0	$22,000	$22,000	$22,000	$22,000	$22,000	$22,000
EXPENSES	**$0**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses a developed Alley Pavement Condition Index (APCI) which has been created to analyze, review and inventory the City of Minneapolis alley system. This program uses pavement distress criteria, drainage, existing pavement condition and is then imported into the Public Works data base which layers the Transportation Equity Priority Areas to provide the complete criteria for alley selection for each year. Alleys which are identified as "Failed to Dirt" are added to PV063 as a candidate for alley construction or reconstruction. Alleys that are rated as poor to fair will be considered in PV006, Alley Renovation Program. Therefore, using both programs will provide the correct engineered solution for the specific alley.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed alley is roughly 70 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of alleys. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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. Service level scores will vary across segments considered for this program in various years.

On a scale of 1-5, this program typically completes Alleys with a service level of 3 or 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Alley

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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 alley surface in good shape, which will be paid through the existing maintenance budget.

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:
Refer to sections above.

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:
For annual programs such as PV063, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

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3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
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The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

PV074 - Cooperative Projects

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 33 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/cprojects/
Prior year(s) funding amounts: $11,925,000
Total project cost (all years): Not Applicable.

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program is intended for cost participation, community engagement, collaboration, planning, and design work on cooperative projects with Hennepin County, MnDOT, and Metro Transit 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 often supported with funding through a variety of state and federal grants as well.

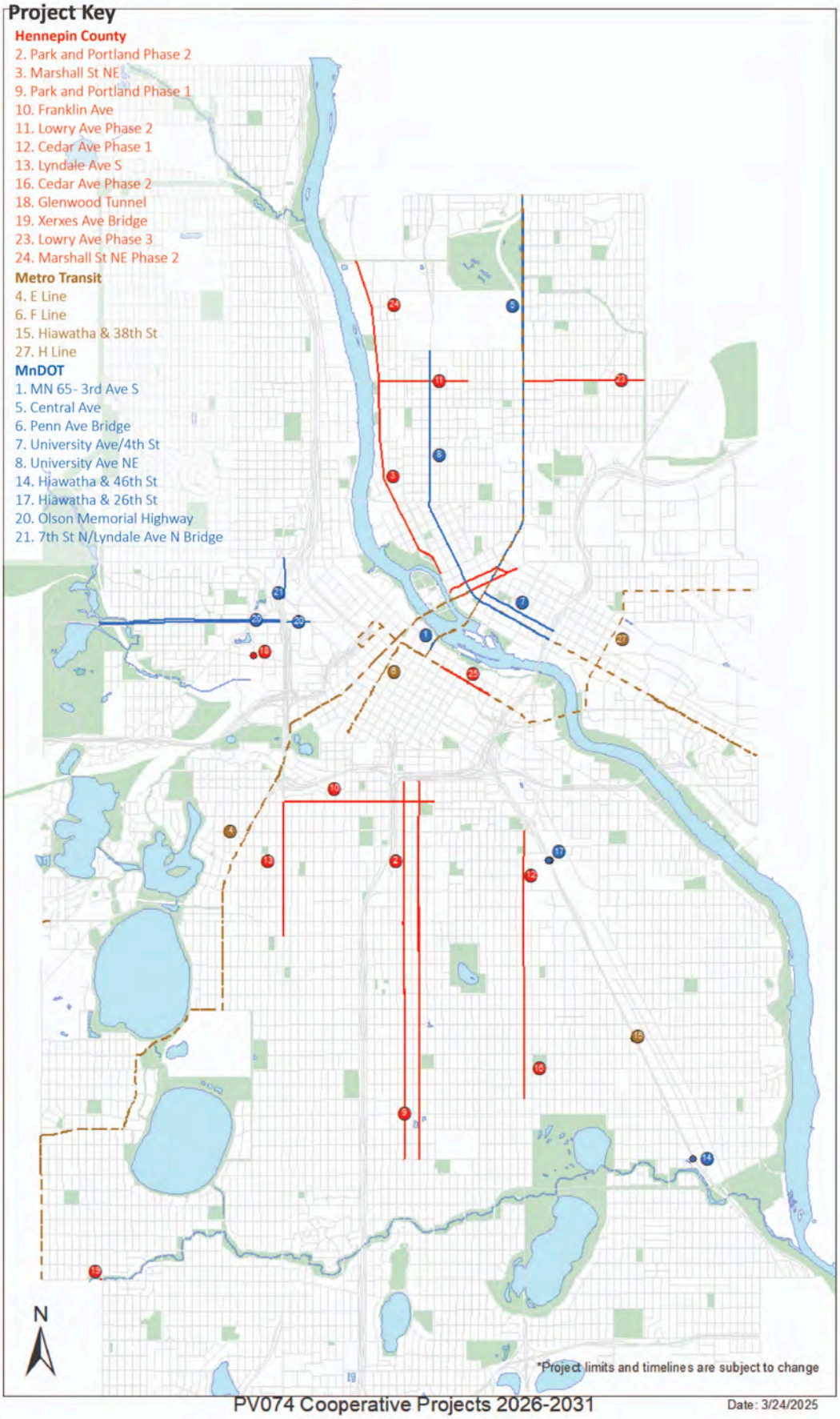
Hennepin County projects typically involve reconstruction of the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable. The Metro 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. Partnerships with Metro Transit also include installation of intersection upgrades and transit enhancements such as bus-only lanes or queue jumps, which increase bus speed and reliability. These projects may include improvements to traffic signals, signage, and/or striping. 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, public awareness, and collaboration 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.

Project Visuals and Map


Project Key
Hennepin County
2. Park and Portland Phase 2
3. Marshall St NE
9. Park and Portland Phase 1
10. Franklin Ave
11. Lowry Ave Phase 2
12. Cedar Ave Phase 1
13. Lyndale Ave S
16. Cedar Ave Phase 2
18. Glenwood Tunnel
19. Xerxes Ave Bridge
23. Lowry Ave Phase 3
24. Marshall St NE Phase 2
Metro Transit
4. E Line
6. F Line
15. Hiawatha & 38th St
27. H Line
MnDOT
1. MN 65- 3rd Ave S
5. Central Ave
6. Penn Ave Bridge
7. University Ave/4th St
8. University Ave NE
14. Hiawatha & 46th St
17. Hiawatha & 26th St
20. Olson Memorial Highway
21. 7th St N/Lyndale Ave N Bridge
N
*Project limits and timelines are subject to change
PV074 Cooperative Projects 2026-2031
Date: 3/24/2025

Project Funding and Cost Breakdown

PV074

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301009 - Value Capture	$0	$0	$0	$0	$2,605,000	$2,605,000	$0
321000 - Federal Grantor Agencies	$0	$1,330,000	$7,000,000	$5,500,000	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$2,090,000	$1,782,000	$6,093,000	$1,344,000	$2,037,000	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
384501 - Transfer Fr Other Cap Proj Fds	$2,200,000	$0	$0	$0	$0	$0	$0
387101 - Trnsfr Fr Sanitary Sewer 07100	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$7,635,000	$11,462,000	$14,263,000	$11,692,000	$9,686,000	$8,348,000	$1,000,000
395000 - Use Of Fund Balance	$0	$0	$0	$0	$0	$0	$0
395200 - Sanitary Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$11,925,000**	**$14,574,000**	**$27,356,000**	**$18,536,000**	**$14,328,000**	**$10,953,000**	**$1,000,000**
Expenses							
DANDPM - Design and Project Management	$2,981,250	$3,643,500	$6,839,000	$4,634,000	$3,582,000	$2,738,250	$250,000
CONSTC - Construction Costs	$7,751,250	$9,473,100	$17,781,400	$12,048,400	$9,313,200	$7,119,450	$650,000
GOVER - General Overhead	$1,192,500	$1,457,400	$2,735,600	$1,853,600	$1,432,800	$1,095,300	$100,000
EXPENSES	**$11,925,000**	**$14,574,000**	**$27,356,000**	**$18,536,000**	**$14,328,000**	**$10,953,000**	**$1,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Asset condition varies by project.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years. Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget, typically PV074 projects will be maintained by our project partners because it is within their Right of Way. See Partnerships section for non-City funding sources. Yes, without city funding the non-City funding will not be available.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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. Rankings will vary based on project.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes, grants are typically applied for by the partner agencies.

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 programs. 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:
Project partners vary based on specific 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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
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 align with high demand multi-modal corridors.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
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:
Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

PV075 - Development Infrastructure Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design
Level of Need: Significant
Department Priority: 32 of 66
Submitting Agency: Public Works/CPED
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $500,000
Total project cost (all years): Not Applicable.

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

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.

When creating the 2026-2031 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints to fund all projects and programs in line with historic service levels, particularly in 2028. The supplemental funding

request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map

There are no visuals for this project.

Project Funding and Cost Breakdown

PV075

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$500,000	$1,000,000	$0	$500,000	$500,000	$500,000	$500,000
REVENUES	**$500,000**	**$1,000,000**	**$0**	**$500,000**	**$500,000**	**$500,000**	**$500,000**
Expenses							
DANDPM - Design and Project Management	$0	$250,000	$0	$125,000	$125,000	$125,000	$125,000
CONSTC - Construction Costs	$500,000	$650,000	$0	$325,000	$325,000	$325,000	$325,000
GOVER - General Overhead	$0	$100,000	$0	$50,000	$50,000	$50,000	$50,000
EXPENSES	**$500,000**	**$1,000,000**	**$0**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Not Applicable

What is the expected useful life of the project/improvement?
Not Applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Once built, the roads built as part of this program will receive regular crack sealing and other preventative maintenance treatments to keep the road surface in good shape, which will be paid through the existing maintenance budget. No non-City funding sources are being used.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

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.

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 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

This program looks at all aspects of the right of way, and project specific decisions are informed by the adjacent modal networks.

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program might works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector

- Downtown Core
- Mixed Use Regional Connector
- Parkway
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector
- Trail
- Alley

The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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; this program is used to respond to respond quickly to the demands of the real estate marketplace.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
The existing Public Works maintenance budget will be used to maintain any new 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:
Refer to answers above.

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: Nicollet Ave (former Kmart site).

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

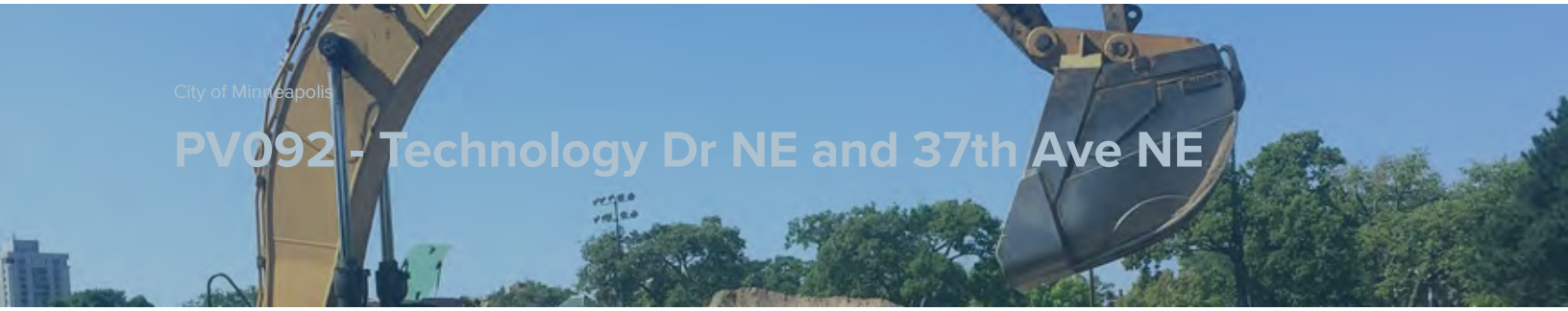
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- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

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Additional Information

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.



City of Minneapolis

PV092 - Technology Dr NE and 37th Ave NE

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 63 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: Katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/tdr-37th-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $8,986,000

Project Location:

City Sector: East
Neighborhood(s) Located: Columbia Park
Ward(s) Located: 1
Description of Location: 37th Ave NE (St. Anthony to Dead End east of Marshall St NE); Technology Dr (37th Ave NE to Marshall St NE)

Project Description

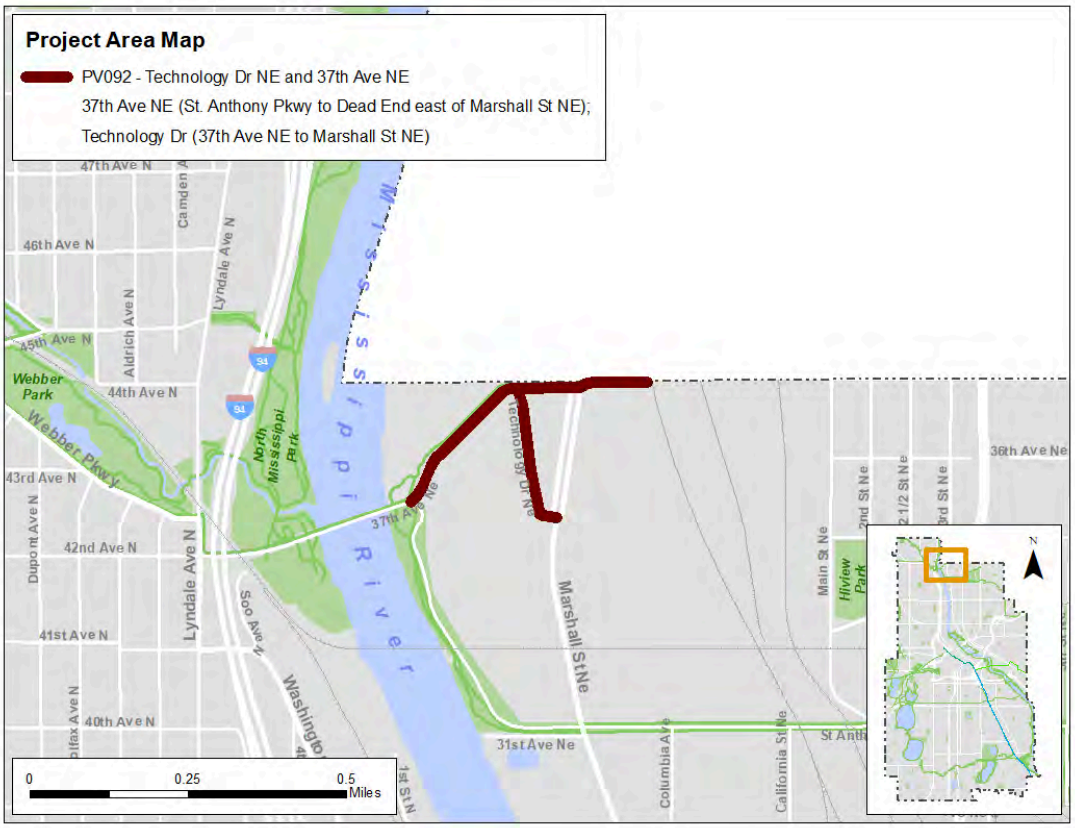
The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side 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. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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 people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This

segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), 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 Visuals and Map



Project Funding and Cost Breakdown

PV092

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$1,284,000
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$7,702,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,986,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$2,246,500
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$5,840,900
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$898,600
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,986,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. As measured in 2022 the PCI across the project limits varies from poor to very poor. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor 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. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

The project will also include signal improvements, new signage, and new pavement markings, as needed.

37th Avenue NE and Technology Drive does not meet the guidance outlined in the Street Design Guide. The street currently operates as a two-travel lane and two parking lane MSA street with intermittent sidewalks and does not have planned transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is identified on the Pedestrian Priority Network. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), 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. The street is not along a commercial corridor and [has freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), 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.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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, 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Truck Route Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector
- Production and Processing
- Trail

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Columbia Park Neighborhood

- White: 72.2%
- Of Color: Suppressed
  - Black or African American alone: Suppressed
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

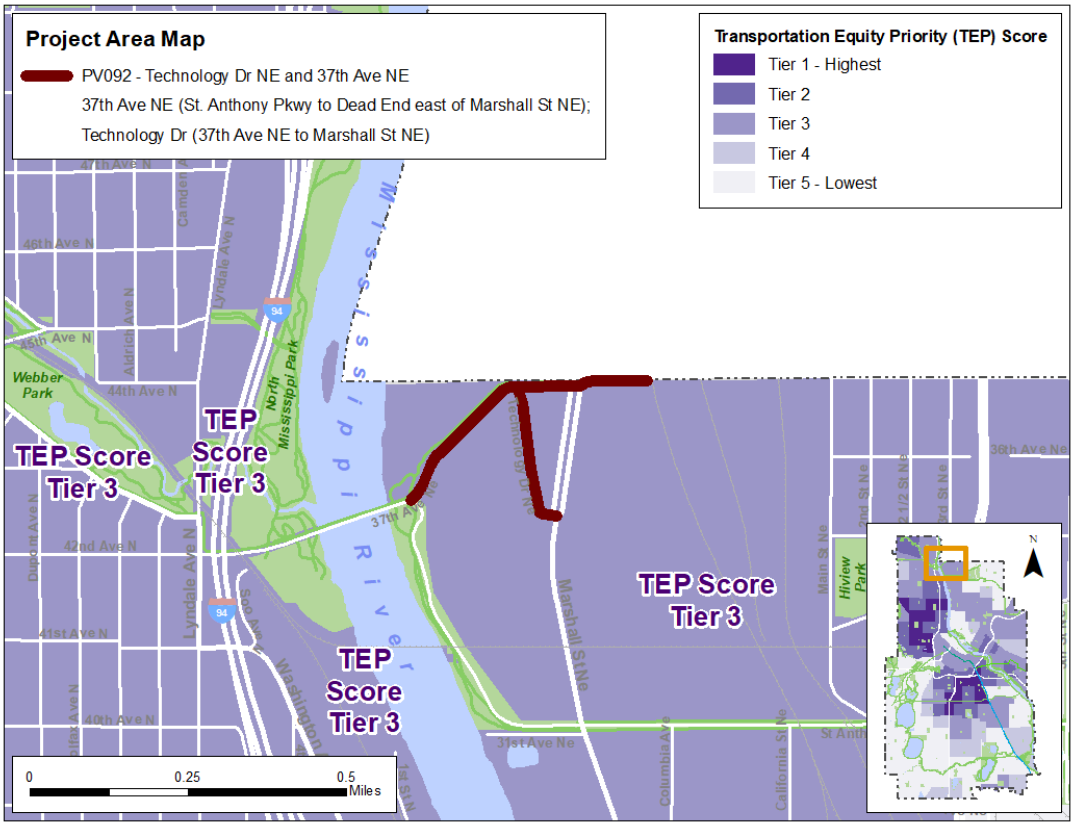
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV104 - ADA Ramp Replacement Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 4 of 66
Submitting Agency: Public Works
Contact Person: Ryan Ackerman
Contact Phone Number: (612) 791-1670
Contact Email: ryan.ackerman@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/a
ramp/
Prior year(s) funding amounts: $500,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

The City of Minneapolis has over 16,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 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

As a provider of public transportation services and programs, the City of Minneapolis must comply Title II of The Americans with Disabilities Act (ADA). 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) To inform this work, Public Works completed a systemwide inventory of pedestrian curb ramps in Minneapolis right of way in 2012, which was later updated between 2013 and 2018.

More recently, the City's 2020 ADA Transition Plan (updated 2022, 2024) works in conjunction with the ADA Action Plan to better address accessibility needs and priorities within the City's public right of way. In this process, the City will identify project areas from community requests on an annual basis and design needs to be addressed until the systematic replacement citywide is accomplished.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have continued to increase. The additional funding proposed is just the first step that Public Works is taking to reevaluate the true cost to deliver projects within this program.

Project Visuals and Map

ADA RAMP REPLACEMENT PROGRAM

Minneapolis
City of Lakes

City crews install a new, ADA compliant pedestrian ramp.





Some pedestrian ramps do not meet current ADA standards for accessibility.





Project information is subject to change.

PV104 ADA Ramp Replacement Program

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
REVENUES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**
Expenses							
DANDPM - Design and Project Management	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000
CONSTC - Construction Costs	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000
GOVER - General Overhead	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
EXPENSES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Supplemental Project Funding and Cost Breakdown

PV104A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$0	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
REVENUES	**$0**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**
Expenses							
DANDPM - Design and Project Management	$0	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000
CONSTC - Construction Costs	$0	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000
GOVER - General Overhead	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
EXPENSES	**$0**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
This program completes projects on pedestrian ramps that are not ADA compliant. Ramp condition can also be assessed based on compliance with the current ADA ramp standards, which sets the conditions that make a ramp federally compliant.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good condition, which is funded through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The City of Minneapolis has over 16,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 deficient or non-compliant pedestrian ramps per year at primarily non-signalized locations through community requests.

On a scale of 1-5, this program has a service level of 3 or 4.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Transportation

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

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 supports accessibility in areas that are within or near transitways, transit routes, and high-volume pedestrian corridors. The program is necessary to support access to the City's transportation network for all.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

PV108 - Concrete Street Rehabilitation Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 28 of 66
Submitting Agency: Public Works
Contact Person: Ryan Ackerman
Contact Phone Number: (612) 673-3310
Contact Email: ryan.ackerman@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/c streets/
Prior year(s) funding amounts: $1,800,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: The 2025 Program will complete streets in the Kenwood neighborhood.

Project Description

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 upgrading all non-compliant pedestrian ramps to meet current ADA design standards and 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.

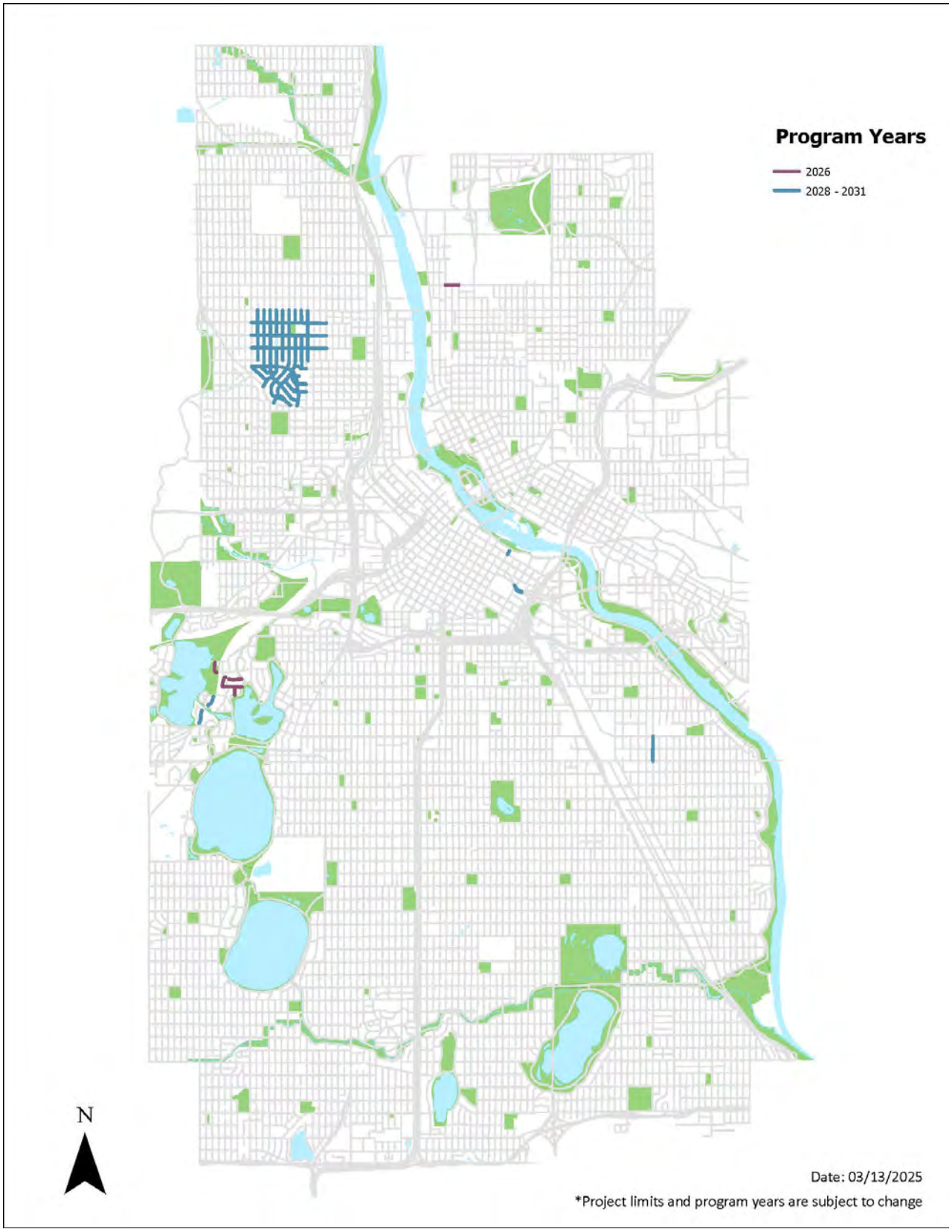
Purpose and Justification

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 – 20 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 supplemental funding request in this program builds on the foundation that 20 Year Streets Funding Plan created. The Plan outlined that the City has a pavement management goal to maintain a “fair” pavement condition citywide. Competing city goals and increased costs mean that the funding originally identified for this

program are no longer completing the same number of miles that were assumed when the 20 Year Streets Funding Plan was created. The supplemental funding requested represents the difference between what the identified funding is, and the amount of funding required to complete the same number of miles that were assumed when completing the 20 Year Streets Funding Plan.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321510 - Minn Depart Of Transportation	$1,200,000	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$500,000	$0	$0	$0	$0	$0
365000 - Special Assessments	$300,000	$125,000	$0	$580,000	$600,000	$620,000	$640,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
382901 - Transfer Fr Other Spec Rev Fds	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$300,000	$725,000	$0	$3,248,000	$3,344,000	$3,444,000	$3,546,000
REVENUES	**$1,800,000**	**$1,350,000**	**$0**	**$3,828,000**	**$3,944,000**	**$4,064,000**	**$4,186,000**
Expenses							
DANDPM - Design and Project Management	$450,000	$337,500	$0	$957,000	$986,000	$1,016,000	$1,046,500
CONSTC - Construction Costs	$1,170,000	$877,500	$0	$2,488,200	$2,563,600	$2,641,600	$2,720,900
GOVER - General Overhead	$180,000	$135,000	$0	$382,800	$394,400	$406,400	$418,600
EXPENSES	**$1,800,000**	**$1,350,000**	**$0**	**$3,828,000**	**$3,944,000**	**$4,064,000**	**$4,186,000**

Supplemental Project Funding and Cost Breakdown

PV108A

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$0	$550,000	$145,000	$150,000	$155,000	$160,000
391002 - Net Debt Bonds Issued	$0	$0	$3,200,000	$812,000	$836,000	$861,000	$887,000
REVENUES	**$0**	**$0**	**$3,750,000**	**$957,000**	**$986,000**	**$1,016,000**	**$1,047,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$937,500	$239,250	$246,500	$254,000	$261,750
CONSTC - Construction Costs	$0	$0	$2,437,500	$622,050	$640,900	$660,400	$680,550
GOVER - General Overhead	$0	$0	$375,000	$95,700	$98,600	$101,600	$104,700
EXPENSES	**$0**	**$0**	**$3,750,000**	**$957,000**	**$986,000**	**$1,016,000**	**$1,047,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments included in this program are in fair or poor condition. Fair concrete pavement is characterized by moderate edge cracking, infrequent cracked panels, patches in good condition, and the ride quality is average. Poor concrete pavement is characterized by frequent cracked panels, prevalent edge cracking and discontinuities, spalling, concrete popouts, and ride quality is poor.

What is the expected useful life of the project/improvement?
Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
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 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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

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.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 varies from year to year, the majority of concrete streets within Minneapolis are in residential areas and are not on existing or planned transitways. Projects completed in this program will identify any pedestrian ramps that are found to ADA non-compliant, so they may be replaced with ramps meeting current ADA design standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
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- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
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Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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 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 City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 project is in, or borders, Census tracts with TEP scores in tiers 3 and 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

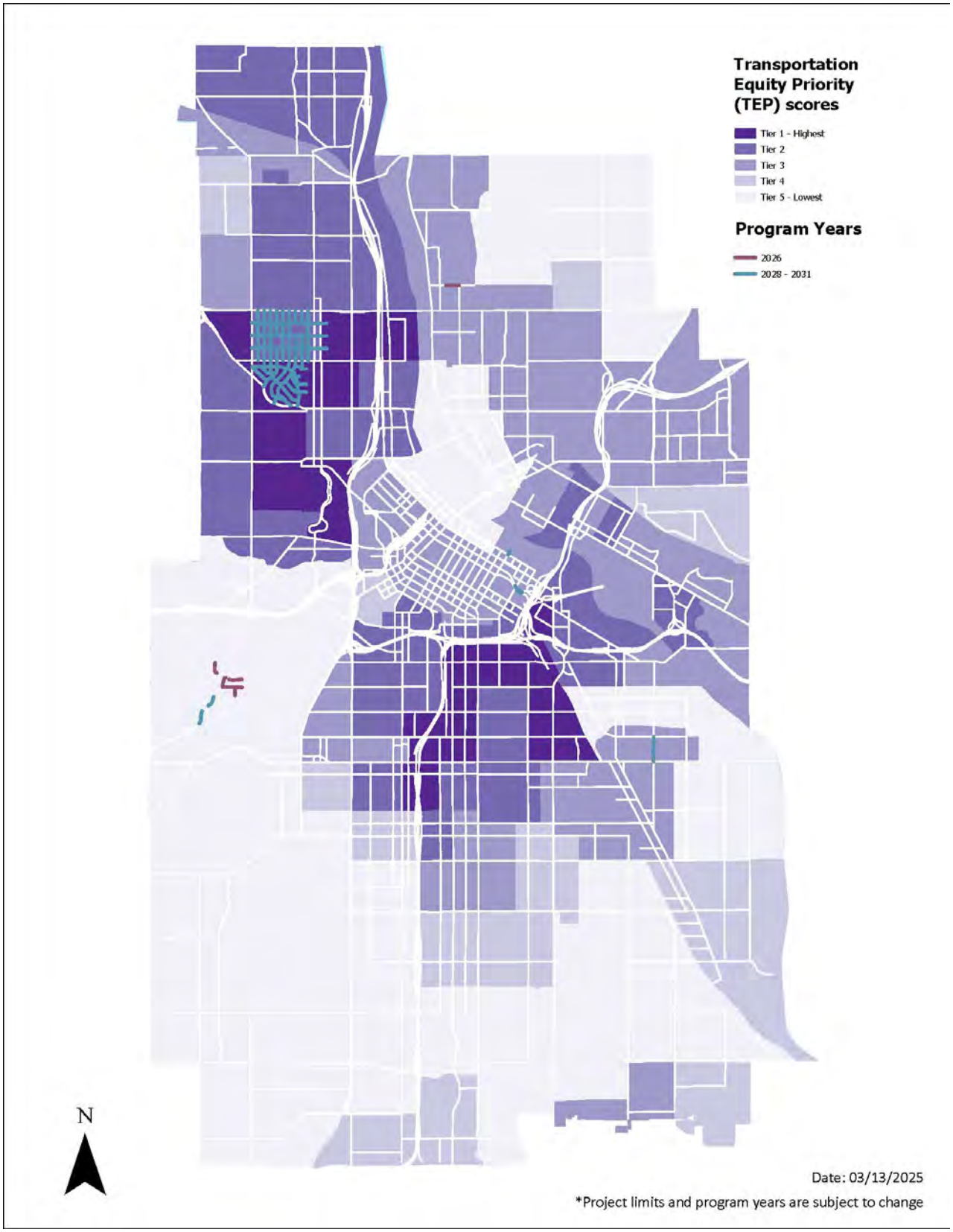
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

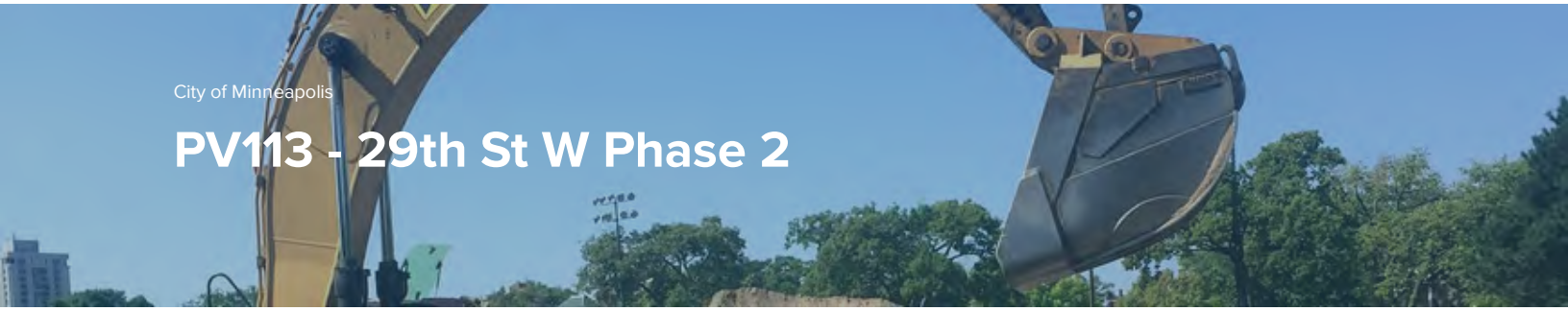
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV113 - 29th St W Phase 2

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 62 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/2st-w-fremont-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $1,353,000

Project Location:

City Sector: Southwest
Neighborhood(s) Located: Lowry Hill East
Ward(s) Located: 10
Description of Location: 29th St W (Emerson Ave to Fremont Ave and Dupont Ave to Colfax Ave)

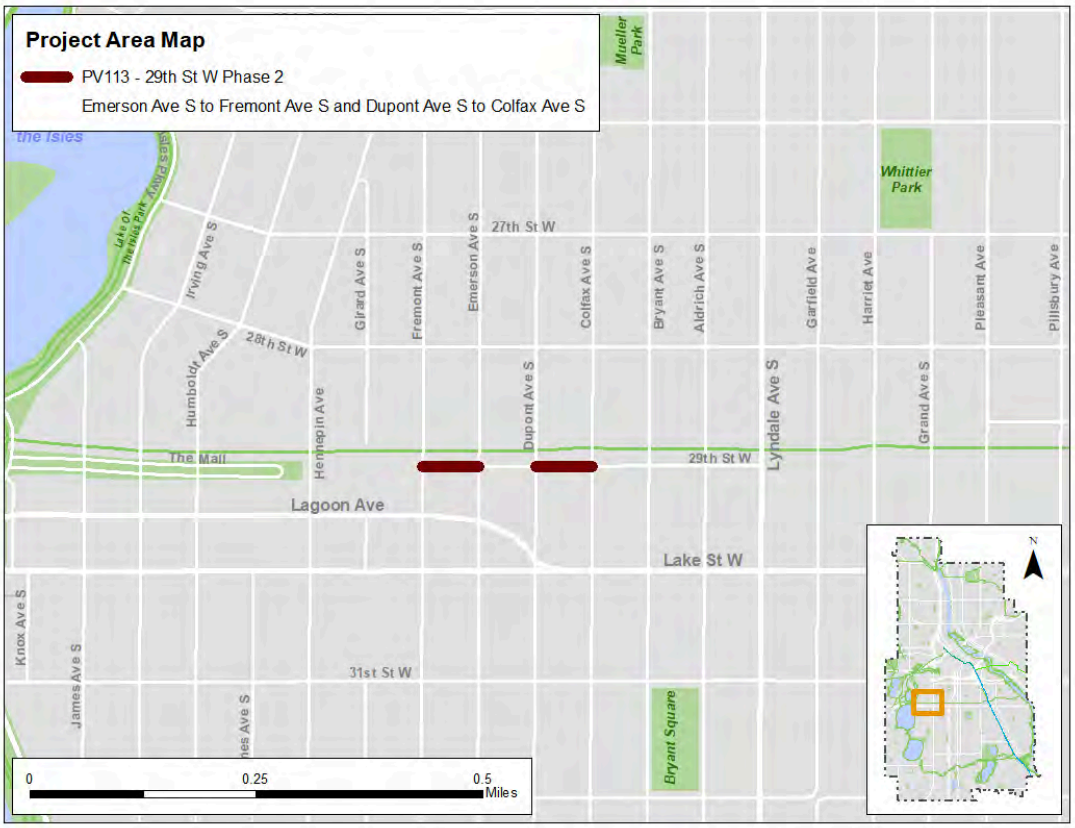
Project Description

The proposed project includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Colfax Ave 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, pavement, curb and gutter, and utility improvements. The project will also include street lighting, new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and Fremont Ave and from Dupont Ave to Colfax Ave was constructed in 1940. The pavement condition along the project extent is generally rated in very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2023. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 700 people driving per day. It is adjacent to several new high-density housing developments.

Project Visuals and Map



Project Funding and Cost Breakdown

PV113

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$280,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$1,073,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,353,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$338,250
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$879,450
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$135,300
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,353,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

29th Street West does not meet the guidance outlined in the Street Design Guide. The street currently operates as an urban neighborhood street and is not planned to have transit operating on the corridor. The street is not identified as a Long or Near Term Low Street bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. The street has an annual average daily traffic volume of 724 and it is not known how many daily bikes/micro-mobility and pedestrians use the street. The street is not along a commercial corridor and likely does not have freight travel or frequent deliveries. The corridor has sidewalk and parking on one side of the street and some locations with boulevards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and

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:
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 and Metro Transit regarding the connection to the Uptown Transit Station.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Fremont Ave and from Dupont Ave to Colfax Ave was constructed in 1940. 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 2023. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 724 people driving per day. It is adjacent to several new high-density housing developments.

On a scale of 1-5, this project has a service level between 2 and 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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?
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. Lake Street is served by Metro Transit Route 21. Lake Street is an identified as an Existing High Frequency Transit corridor in the Transportation Action Plan and will be served by the B Line Arterial Bus Rapid Transit. The Midtown Greenway is identified as a Future Transit Priority Corridor in the Transportation Action Plan.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
This project will include accommodations for pedestrians, improving pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP.

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

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- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

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- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lowry Hill East Neighborhood

- White: 62.8%
- Of Color: 35.1%
  - Black or African American alone: 15.2%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 6.9%
  - Other alone: Suppressed
  - Two or more races alone: 5.2%
- Hispanic or Latino (of any race): 7.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

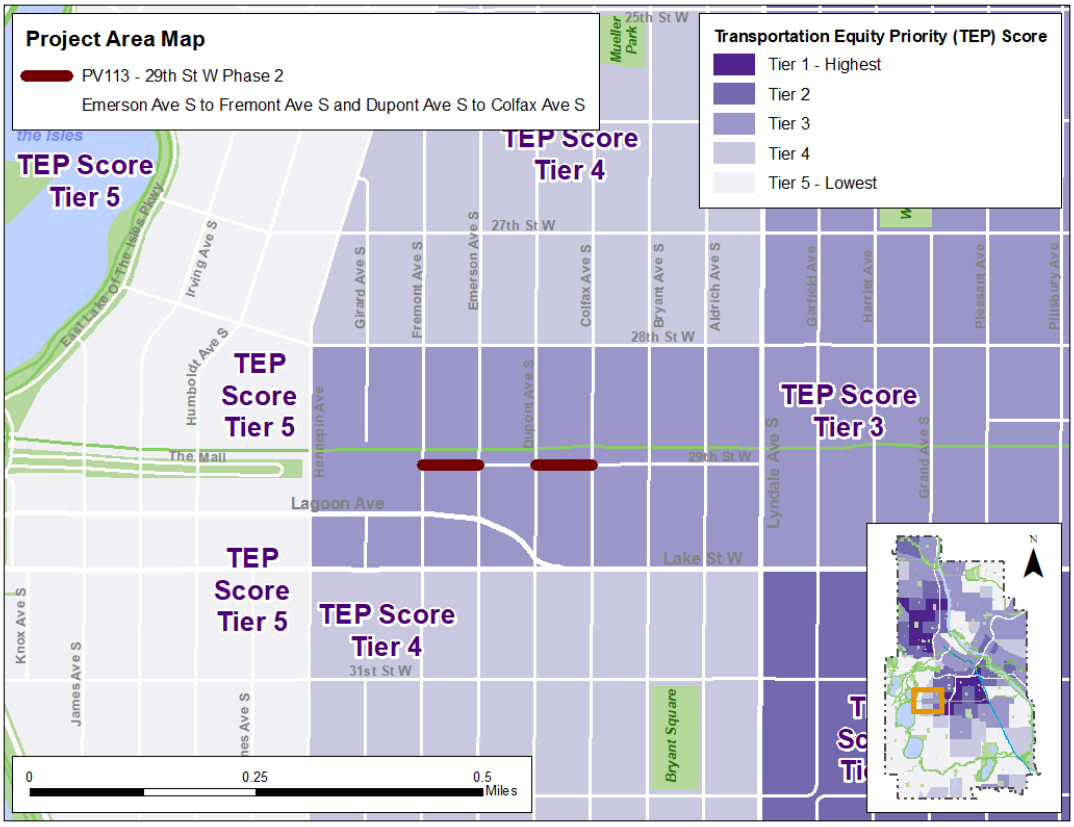
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map


Project Area Map
PV113 - 29th St W Phase 2
Emerson Ave S to Fremont Ave S and Dupont Ave S to Colfax Ave S
Transportation Equity Priority (TEP) Score
Tier 1 - Highest
Tier 2
Tier 3
Tier 4
Tier 5 - Lowest
TEP Score Tier 5
TEP Score Tier 4
TEP Score Tier 5
TEP Score Tier 3
TEP Score Tier 5
TEP Score Tier 4
25th St W
27th St W
28th St W
29th St W
31st St W
Lagoon Ave
Lake St W
The Mall
Irving Ave S
Girard Ave S
Fremont Ave S
Emerson Ave S
Colfax Ave S
Bryant Ave S
Aldrich Ave S
Humboldt Ave S
Dupont Ave S
Lyndale Ave S
Knox Ave S
James Ave S
Bryant Square
Mueller Park
0
0.25
0.5
Miles
N



City of Minneapolis

PV123 - Logan Park Industrial

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2027
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 41 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 283-2097
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/l
park-industrial/
Prior year(s) funding amounts: $5,580,000
Total project cost (all years): $19,876,695

Project Location:

City Sector: East
Neighborhood(s) Located: Logan Park, Lower Northeast
Ward(s) Located: 1
Description of Location: 12th Ave NE, from Jackson St to Central Ave
13th Ave NE, from Central Ave to Tyler St
14th Ave NE, from Quincy St to Tyler St
Jackson St NE, from Broadway St to 12th Ave
Quincy St NE, from Broadway St to 15th Ave
Tyler St NE, from Broadway St to 13th Ave
Van Buren St NE, from 14th Ave to dead end at Northrup King Building

Project Description

The proposed project will reconstruct approximately several specific street segments, they are:

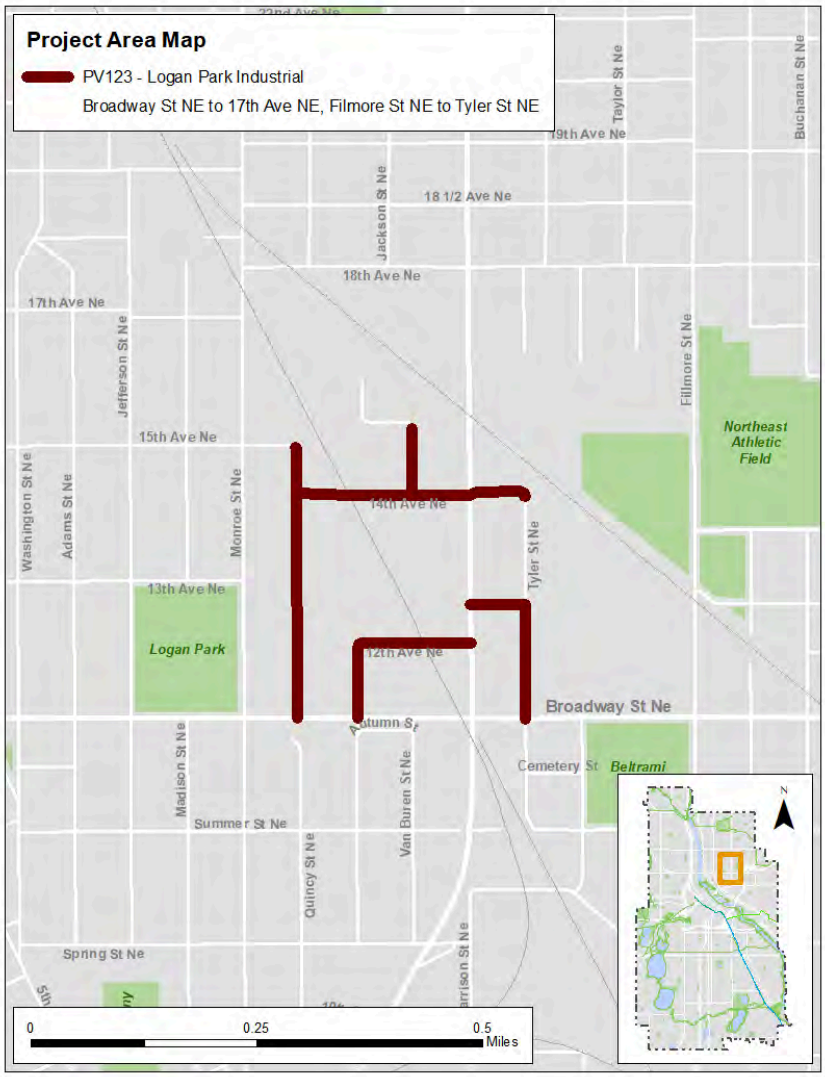
- 12th Ave NE, from Jackson St to Central Ave
- 13th Ave NE, from Central Ave to Tyler St
- 14th Ave NE, from Quincy St to Tyler St
- Jackson St NE, from Broadway St to 12th Ave
- Quincy St NE, from Broadway St to 15th Ave
- Tyler St NE, from Broadway St to 13th Ave
- Van Buren St NE, from 14th Ave to dead end at Northrup King Building

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. 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 area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will significantly change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, 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 people in all the ways they move around. The street segments were constructed at various points between 1923 and 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. 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 City's Street Design Guide for streets designated as streets for salvage to inform which streets with historic pavers will be addressed. 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.

Project Visuals and Map



Project Funding and Cost Breakdown

PV123

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$1,000,000	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$7,225,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$5,580,000	$2,147,000	$0	$0	$0	$0	$0
395300 - Stormwater Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$5,580,000**	**$10,372,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$1,395,000	$2,593,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$3,627,000	$6,741,800	$0	$0	$0	$0	$0
GOVER - General Overhead	$558,000	$1,037,200	$0	$0	$0	$0	$0
EXPENSES	**$5,580,000**	**$10,372,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of these streets are rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. 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 area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will significantly change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The street segments were constructed in phases from 1923 to 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. 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 City's Street Design Guide for streets designated as Historic Streets to inform which streets with historic pavers will be preserved. 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.

On a scale of 1-5, this project has a service level of 2-3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

However, 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Quincy St NE is only 50' wide, narrower than most city streets. Innovative design solutions will be determined in part through engagement.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
Engagement will begin 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:
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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

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- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Logan Park Neighborhood

- White: 65.3%
- Of Color: 37.5%
  - Black or African American alone: Suppressed
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 5.8%
- Hispanic or Latino (of any race): Suppressed

Northeast Park Neighborhood

- White: 63.2%
- Of Color: Suppressed
  - Black or African American alone: Suppressed
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

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African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

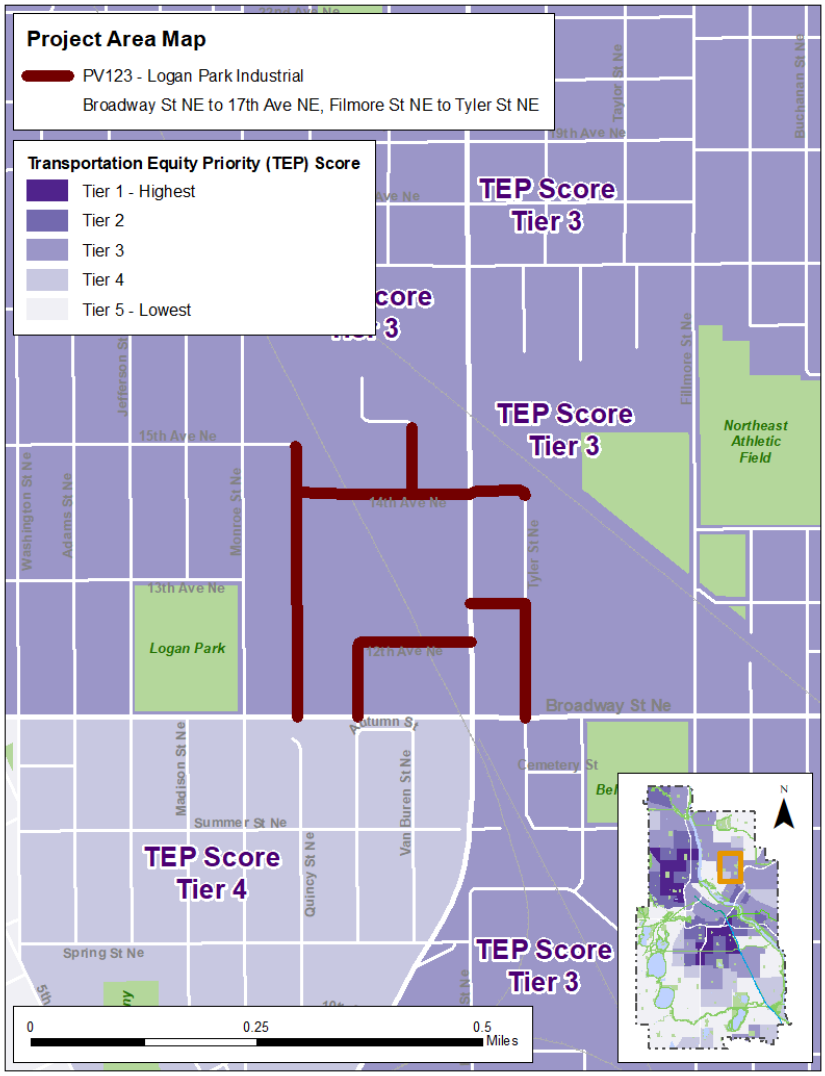
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

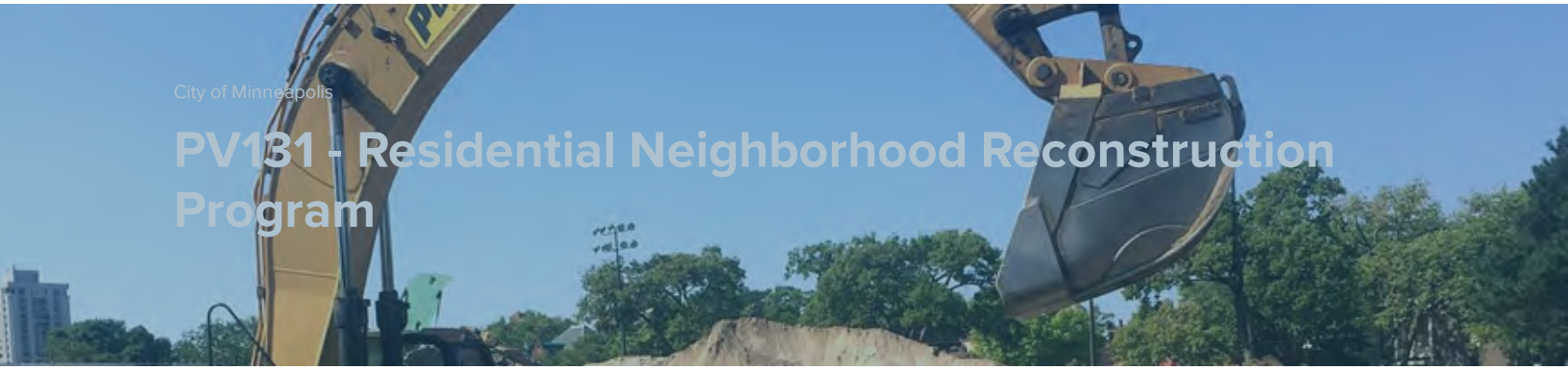
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable



City of Minneapolis

PV131 - Residential Neighborhood Reconstruction Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 37 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 283-2097
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/reconstruction/
Prior year(s) funding amounts: $0
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

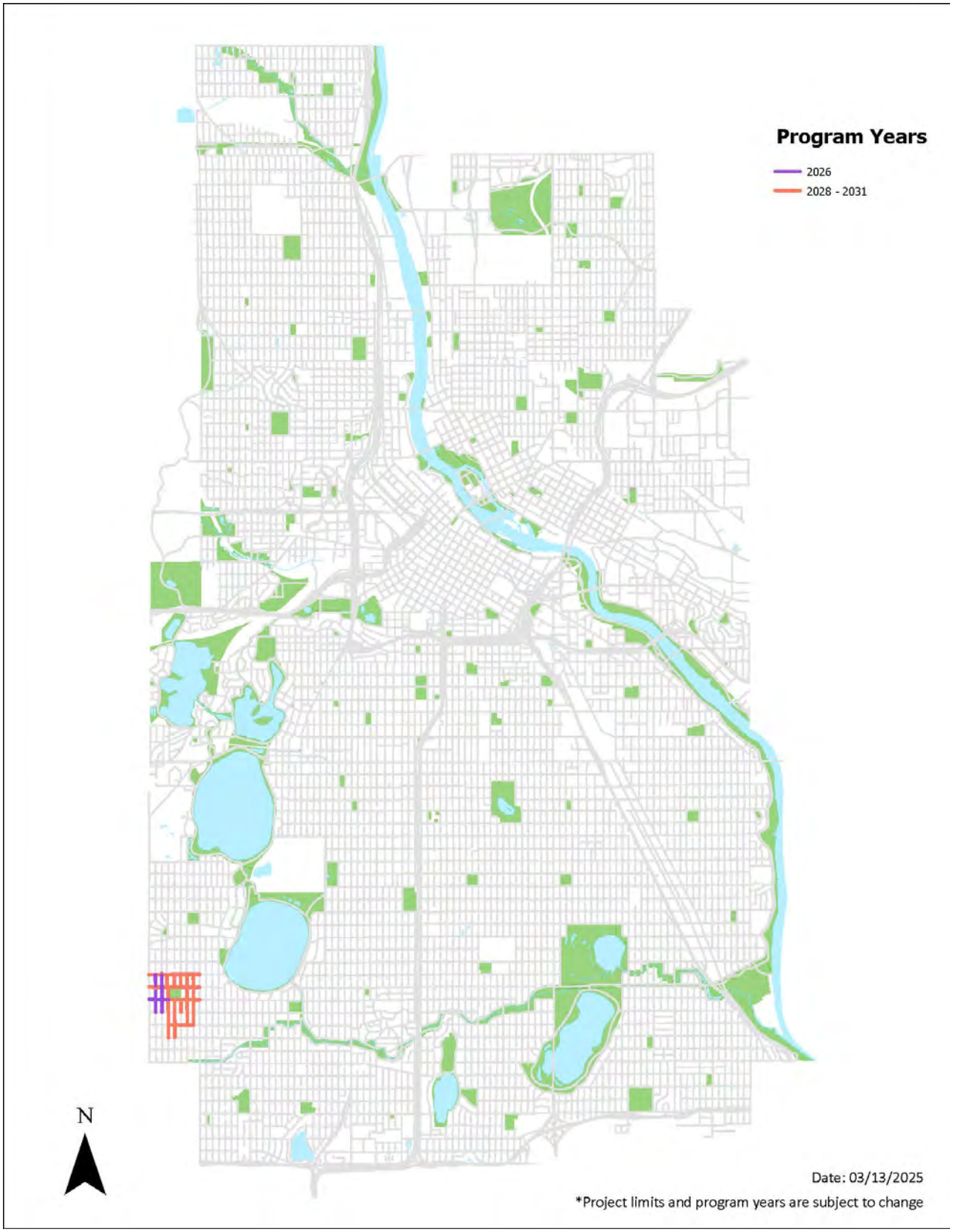
Project Description

The Residential Neighborhood Reconstruction Program will reconstruct residential and rehabilitate street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments 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 Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$150,000	$0	$1,888,000	$100,000	$300,000	$0
381001 - Transfer Fr City General 00100	$0	$2,775,000	$0	$6,135,000	$2,000,000	$3,400,000	$3,300,000
382901 - Transfer Fr Other Spec Rev Fds	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$5,177,000	$0	$0	$1,950,000
REVENUES	**$0**	**$2,925,000**	**$0**	**$13,200,000**	**$2,100,000**	**$3,700,000**	**$5,250,000**
Expenses							
DANDPM - Design and Project Management	$0	$731,250	$0	$3,300,000	$525,000	$925,000	$1,312,500
CONSTC - Construction Costs	$0	$1,901,250	$0	$8,580,000	$1,365,000	$2,405,000	$3,412,500
GOVER - General Overhead	$0	$292,500	$0	$1,320,000	$210,000	$370,000	$525,000
EXPENSES	**$0**	**$2,925,000**	**$0**	**$13,200,000**	**$2,100,000**	**$3,700,000**	**$5,250,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, streets being considered for Residential Reconstruction are in fair or poor condition. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average, while poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Reconstruction projects are aimed at improving streets that are at or beyond their useful life. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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 compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments and bicycle facilities as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 nearly 700 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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?
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. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program does not typically work in areas identified on, or part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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:
Refer to answers above.

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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

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3. Build and maintain higher levels of pedestrian scale lighting.

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2. Improve lighting to increase safety in the public space.
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Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

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1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

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1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
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3. Preserve access to destinations through design and maintenance.

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1. Build long-term relationships and provide training on accessing new modes of travel.
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What data is available or missing? How can you obtain additional data?
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The 2026 project is in, or borders, Census tracts with TEP scores in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
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- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
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- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

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Analysis

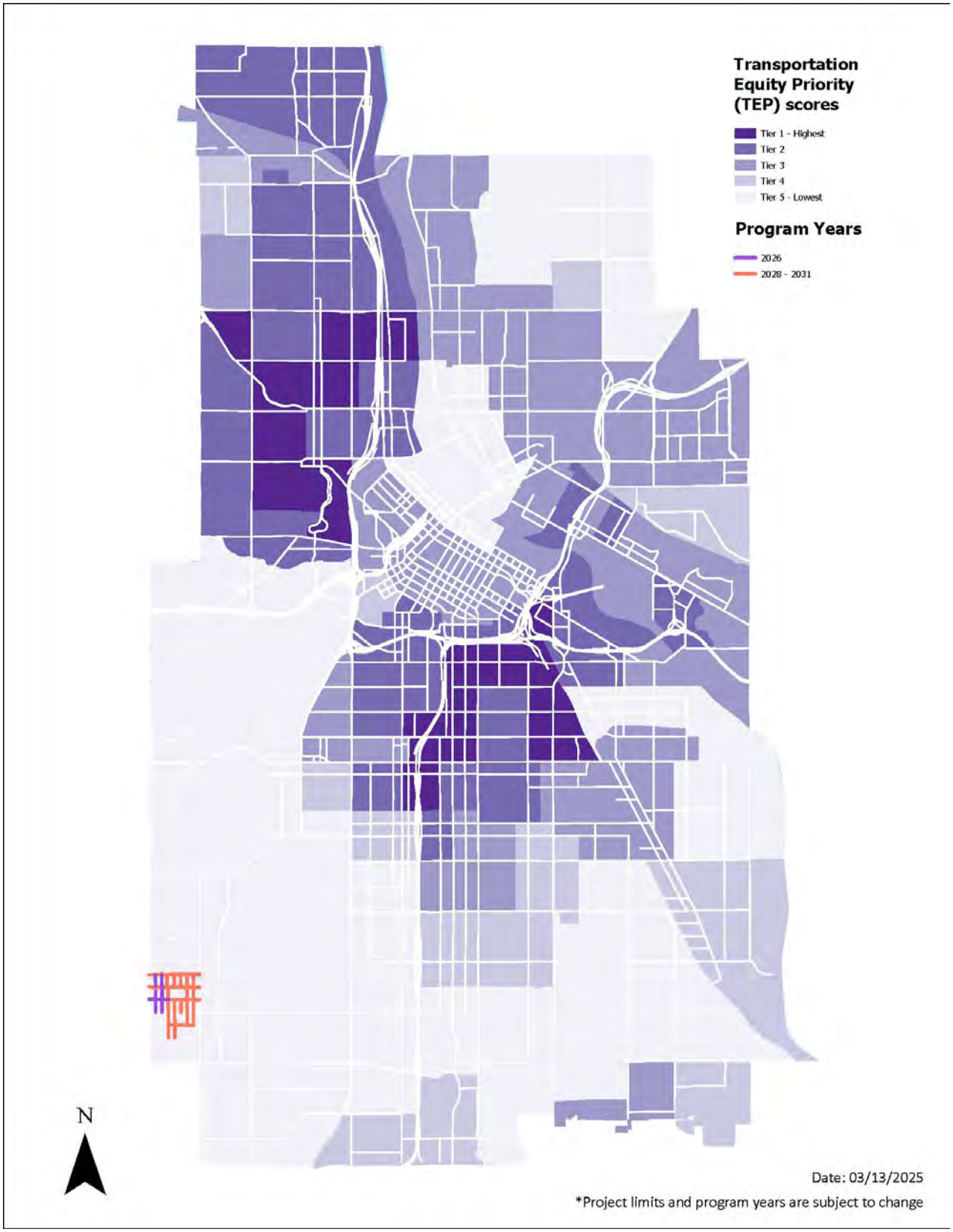
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- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV140 - 13th Ave NE

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 47 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katherine.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/1ave-water-st/
Prior year(s) funding amounts: $0
Total project cost (all years): $8,141,000

Project Location:

City Sector: East
Neighborhood(s) Located: Sheridan
Ward(s) Located: 3
Description of Location: 13th Avenue NE (Water St NE to 2nd St NE)

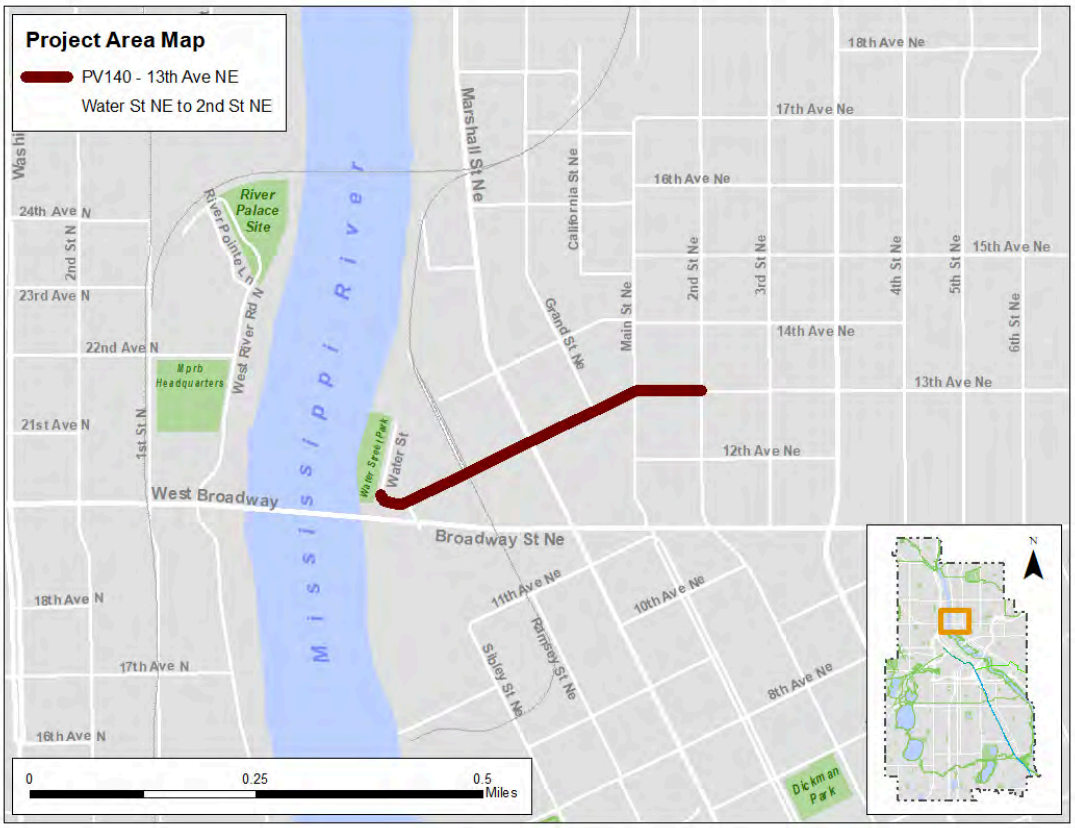
Project Description

The proposed project will reconstruct approximately 0.38 miles of 13th Avenue NE between Water Street NE and 2nd Street NE in the Sheridan neighborhood. The corridor is primarily served by commercial uses although there has been recent residential development. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes (one in each direction), and two parking lanes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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 people in all the ways they move around. The street was constructed between 1968 and 1973. The pavement condition along the project extent is generally rated in poor to very poor based on 20 Year Street Funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. 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 Funding and Cost Breakdown

PV140

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$2,300,000	$0	$0
322002 - Other County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$428,000	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$3,723,000	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$1,690,000	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$8,141,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$2,035,250	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$5,291,650	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$814,100	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$8,141,000**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street 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 2022. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The street was constructed in between 1965 and 1973. The pavement condition along the project extent is generally rated in poor to very poor based on 20 year street funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. 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.

On a scale of 1-5, this project has a service level of 3.

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2029

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sheridan Neighborhood

- White: 71.6%
- Of Color: 26.6%
  - Black or African American alone: 17.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): 3.5%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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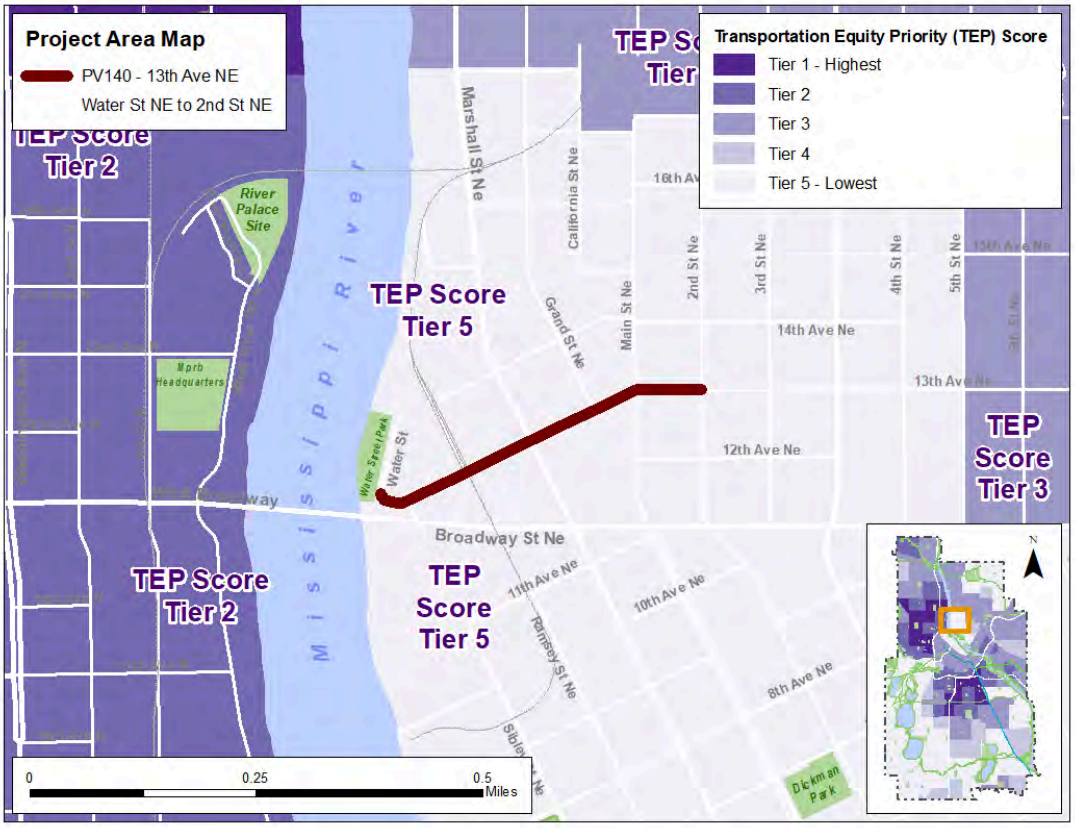
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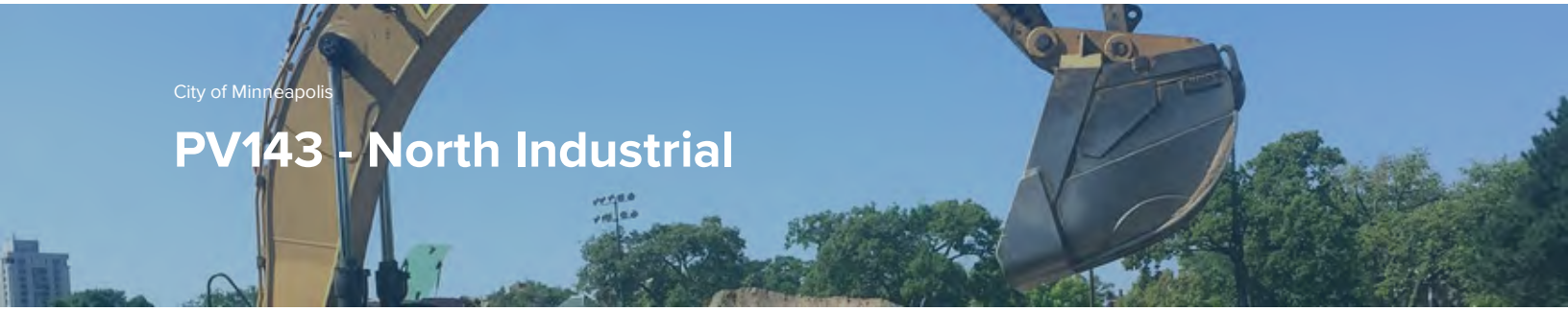
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Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV143 - North Industrial

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 60 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/rindustrial-area/
Prior year(s) funding amounts: $0
Total project cost (all years): $8,396,000

Project Location:

City Sector: North & Downtown
Neighborhood(s) Located: Near-North, North Loop, Hawthorne
Ward(s) Located: 5
Description of Location: Various locations between 10th Ave N to 23rd Ave N and I-94 to the Mississippi River

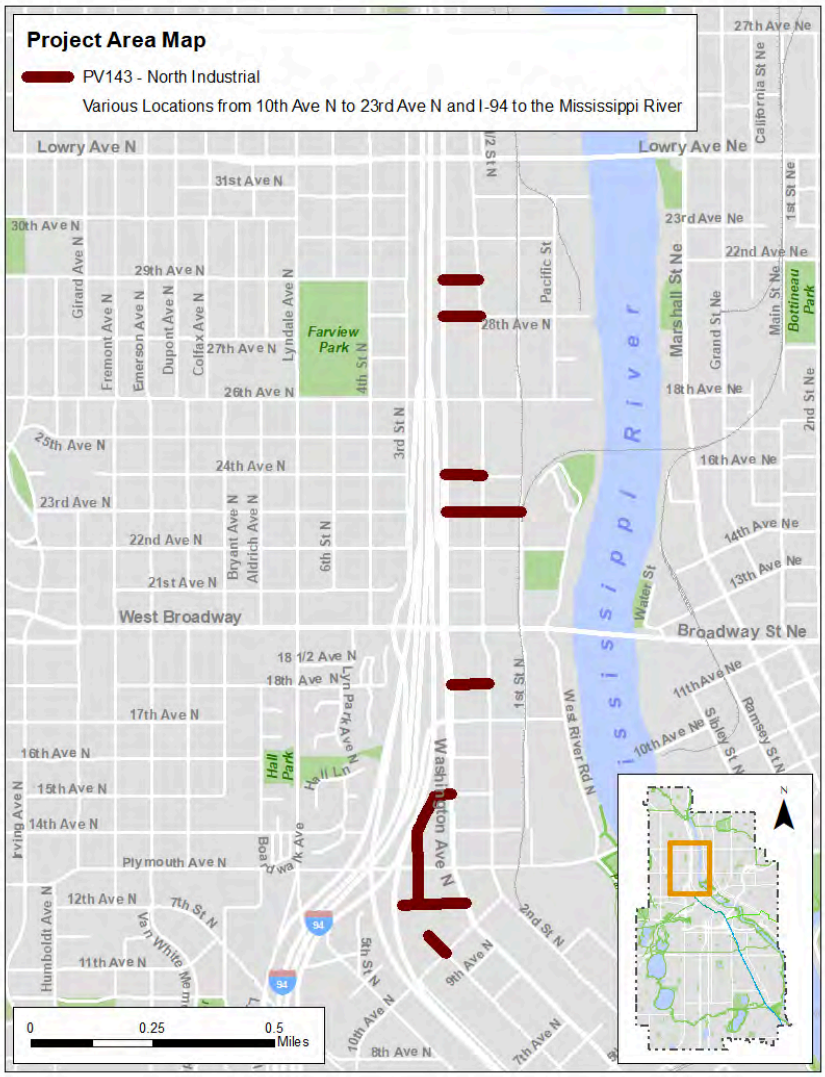
Project Description

The proposed project will reconstruct approximately 0.85 miles of 10 street segments at various locations from 10th Ave N to 23rd Ave N and I-94 to the Mississippi River. Currently, each segment includes two vehicle lanes, one in each direction, and most segments allow for on-street parking. The project area is composed of street segments that entirely abut industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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 2021. 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 Funding and Cost Breakdown

PV143

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$724,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$7,672,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,396,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$2,099,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$5,457,400	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$839,600	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,396,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. 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 2021. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding have been secured at this time.

Service Level

Partnerships

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 2021. 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.

On a scale of 1-5, this project has a service level of 3.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Production and Processing

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood

- White: 16.8%
- Of Color: 82.3%
  - Black or African American alone: 61.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 8.5%
  - Other alone: Suppressed
  - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.1%

North Loop Neighborhood

- White: 68.1%
- Of Color: 26.1%
  - Black or African American alone: 9.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 8.1%
  - Other alone: Suppressed
  - Two or more races alone: 2.4%
- Hispanic or Latino (of any race): 10.7%

Hawthorne Neighborhood

- White: 18.2%
- Of Color: 79.0%
  - Black or African American alone: 46.6%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 16.6%
  - Other alone: Suppressed
  - Two or more races alone: 6.7%
- Hispanic or Latino (of any race): 8.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

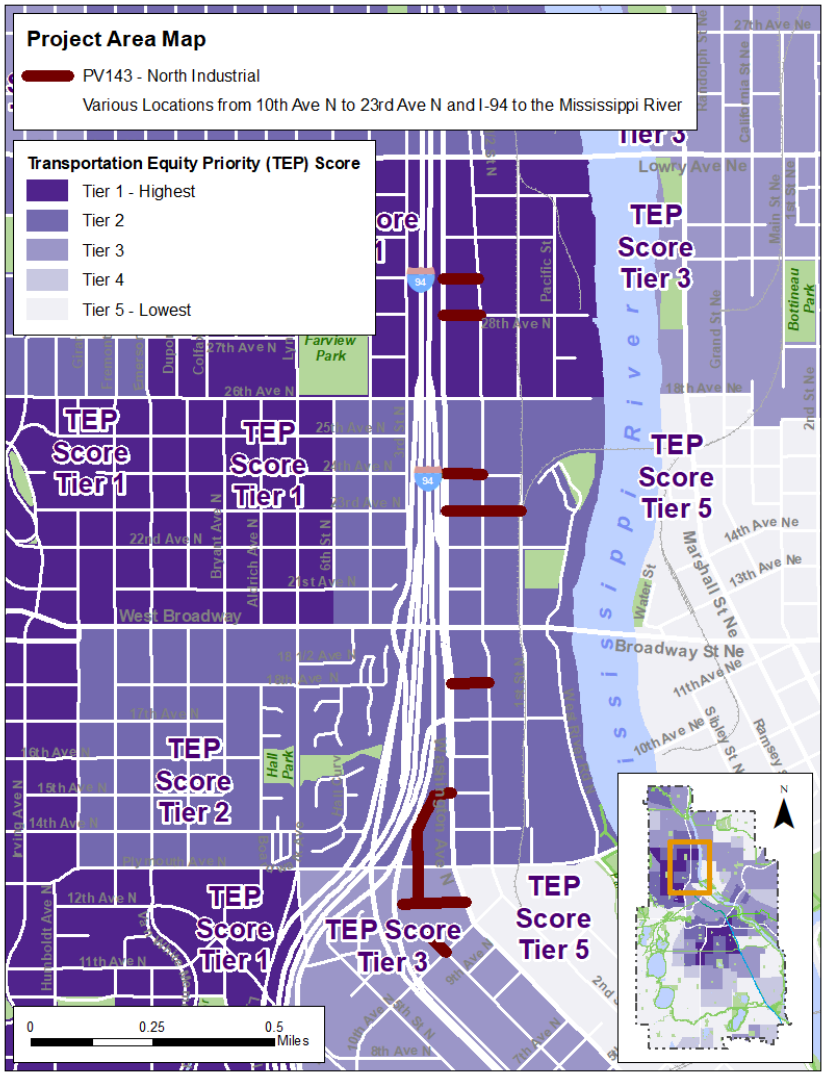
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV160 - 1st Ave S (Franklin Ave to Grant St)

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 38 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 283-2097
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/1ave-lake-st/
Prior year(s) funding amounts: $0
Total project cost (all years): $11,540,000

Project Location:

City Sector: Downtown, South
Neighborhood(s) Located: Loring Park, Stevens Square – Loring Heights
Ward(s) Located: 6, 7
Description of Location: 1st Ave S (Franklin Ave to Grant St)

Project Description

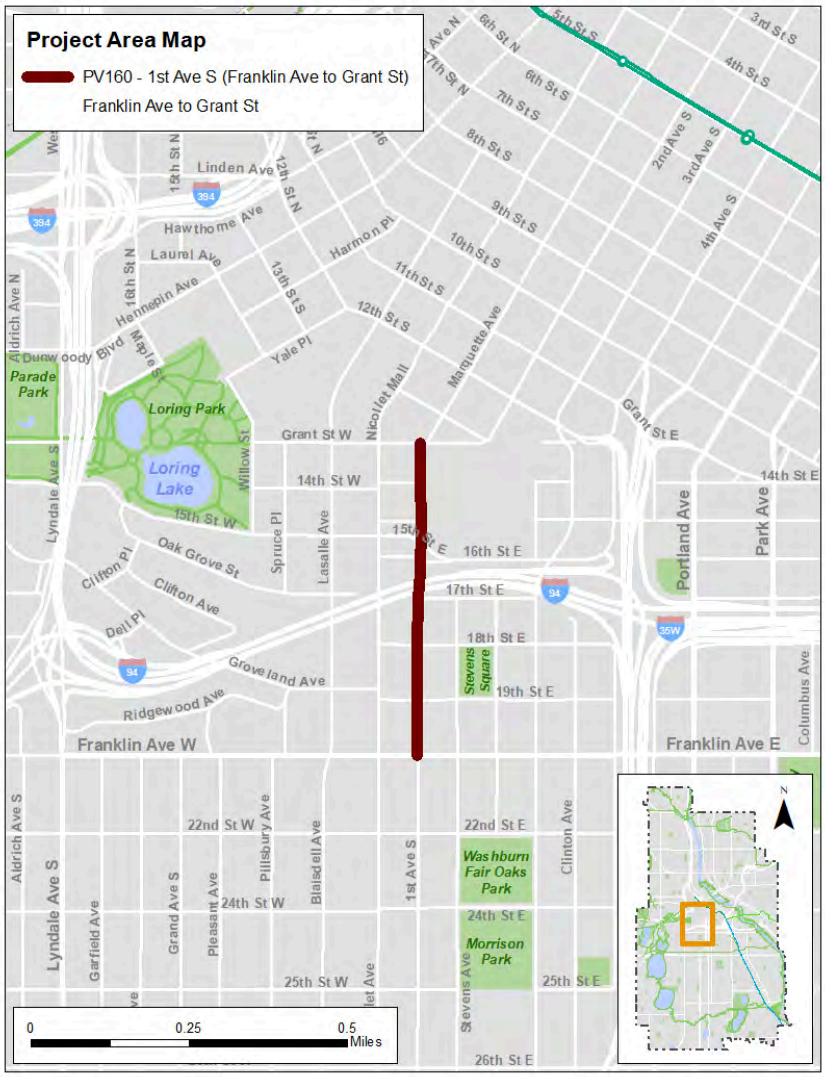
The proposed project will reconstruct approximately 0.49 of 1st Ave S between Grant St to Franklin Ave. Currently, the corridor includes sidewalk on both sides of the street, a two-way protected bikeway, one to two travel lanes, and two parking lanes on the majority of the corridor. The street operates 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. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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

ProvideThis project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Grant St to Franklin Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2021 and 2023. 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. the purpose and justification for this project.

Project Visuals and Map



Project Funding and Cost Breakdown

PV160

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301009 - Value Capture	$0	$6,675,000	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$2,500,000	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$724,000	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$1,641,000	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$11,540,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$2,885,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$7,501,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$0	$1,154,000	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$11,540,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated in poor condition. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will reconstruct approximately 0.49 miles of 1st Ave S between Grant St to 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. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The

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:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

segment of 1st Ave S between Grant St to Franklin Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2021 and 2023. 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.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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?
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.
No. The project will improve facilities for both pedestrians and bicyclists through improved existing bicycle accommodations, improved sidewalks, crosswalks, and by providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector
- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See answers above.

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:
Engagement was completed in 2023 and design is underway.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Loring Park Neighborhood

- White: 71.5%
- Of Color: 26.1%
  - Black or African American alone: 11.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 4.3%
  - Other alone: Suppressed
  - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.2%

Stevens Square – Loring Heights Neighborhood

- White: 53.7%
- Of Color: 43.3%
  - Black or African American alone: 18.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 18.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 2. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

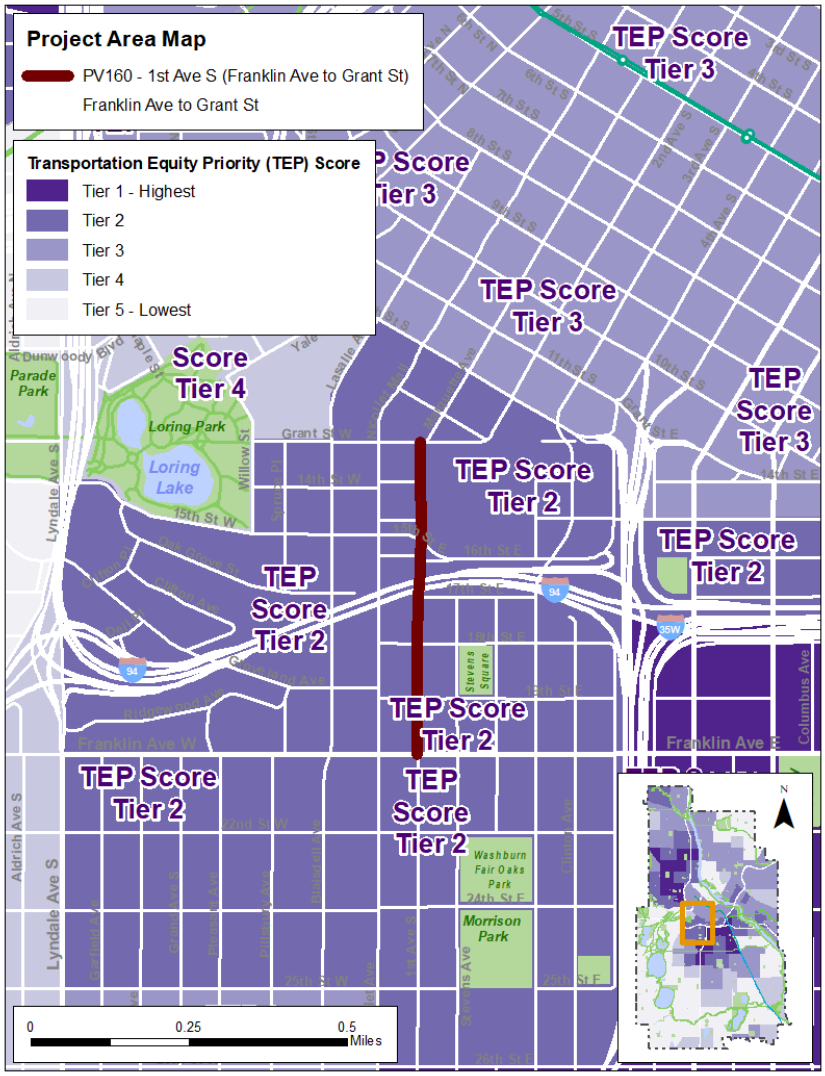
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map


Project Area Map
PV160 - 1st Ave S (Franklin Ave to Grant St)
Franklin Ave to Grant St
Transportation Equity Priority (TEP) Score
Tier 1 - Highest
Tier 2
Tier 3
Tier 4
Tier 5 - Lowest
TEP Score Tier 3
TEP Score Tier 3
TEP Score Tier 4
TEP Score Tier 3
TEP Score Tier 2
TEP Score Tier 2
TEP Score Tier 2
TEP Score Tier 2
TEP Score Tier 2
Parade Park
Loring Park
Loring Lake
Grant St W
15th St W
Lyndale Ave S
Willow St
Franklin Ave W
Franklin Ave E
Stevens Square
Washburn Fair Oaks Park
Morrison Park
Aldrich Ave S
Columbus Ave
Stevens Ave
94
35W
0
0.25
0.5
Miles
N



City of Minneapolis

PV161 - 3rd St S

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 51 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/3st-norm-mcgrew-pl/
Prior year(s) funding amounts: $0
Total project cost (all years): $25,597,000

Project Location:

City Sector: Downtown
Neighborhood(s) Located: Downtown East, Downtown West
Ward(s) Located: 3
Description of Location: 3rd St S (Norm McGrew Pl to Hennepin Ave)

Project Description

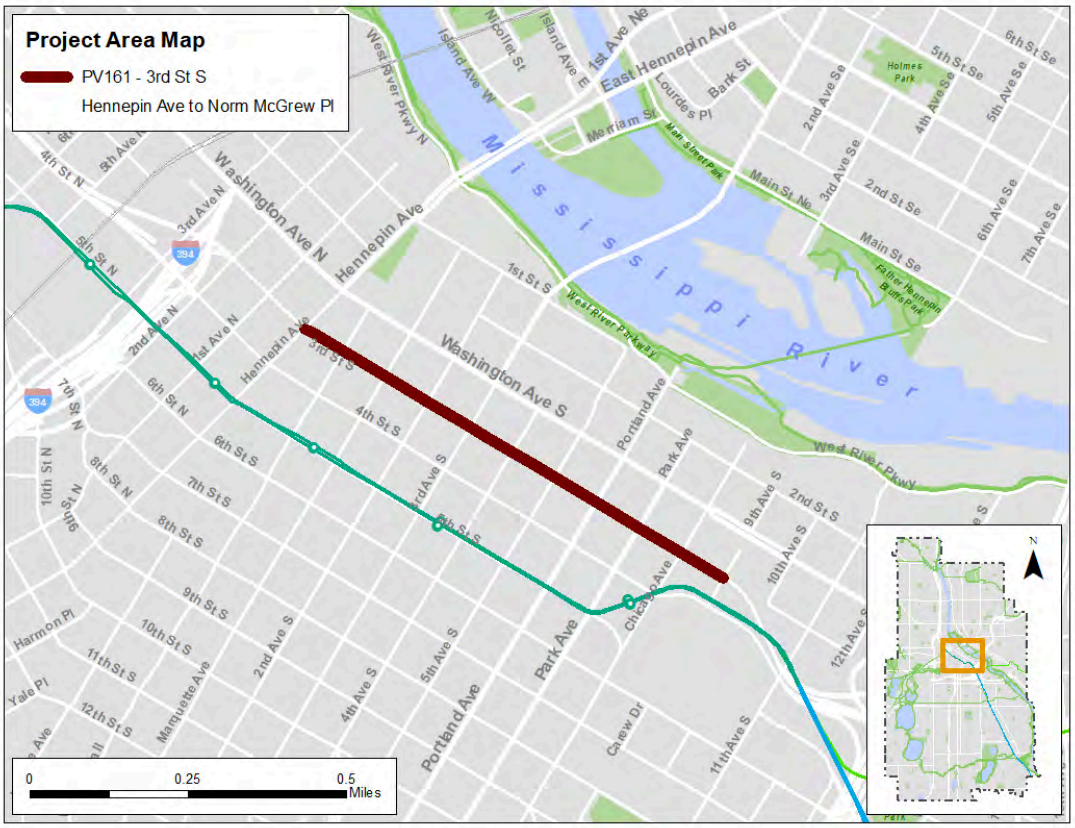
The proposed project will reconstruct approximately 0.75 of 3rd Street between Norm McGrew Place to Hennepin Ave. Currently, the corridor has 3 westbound travel lanes, one bicycle lane, and two parking lanes. The area along the project corridor is Destination Mixed Use (including commercial retail at the street level of all development) as well as Public, Office and Institutional (including offices, public and semi-public uses, and multi-story residential). This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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 people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero

Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV161

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$1,319,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$9,300,000	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$14,978,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$25,597,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$6,399,250	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$16,638,050	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$2,559,700	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$25,597,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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?
The 3rd Street corridor in downtown Minneapolis from Norm McGrew Place to Hennepin Ave is experiencing extensive economic involvement. Downtown East has become a focus for development, residential and otherwise. The western extents of 3rd Street includes many sites likely to become development opportunities soon. In addition, property fronting 3rd Street is shifting towards a much more diverse set of activities and uses. This reconstruction will help support the continuation of this trend. There are multiple sites along the corridor slated for potential major development. Most notable among these 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 a Metro Transit express route. 3rd Street South is identified as a street on the Pedestrian Priority Network (PPN) as well as a Future Transit Priority Corridor in the Transportation Action Plan. The project will improve the transit experience by enhancing the pedestrian realm via implementation of sidewalks and ADA compliant ramps that will improve access and connectivity to the corridors that connect and provide access to nearby transit stops.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown East Neighborhood

- White: 63.4%
- Of Color: 35.2%
  - Black or African American alone: 19.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 6.5%
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Downtown West Neighborhood

- White: 63.0%
- Of Color: 34.3%
  - Black or African American alone: 15.2%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 10.2%
  - Other alone: Suppressed
  - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 6.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.

2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

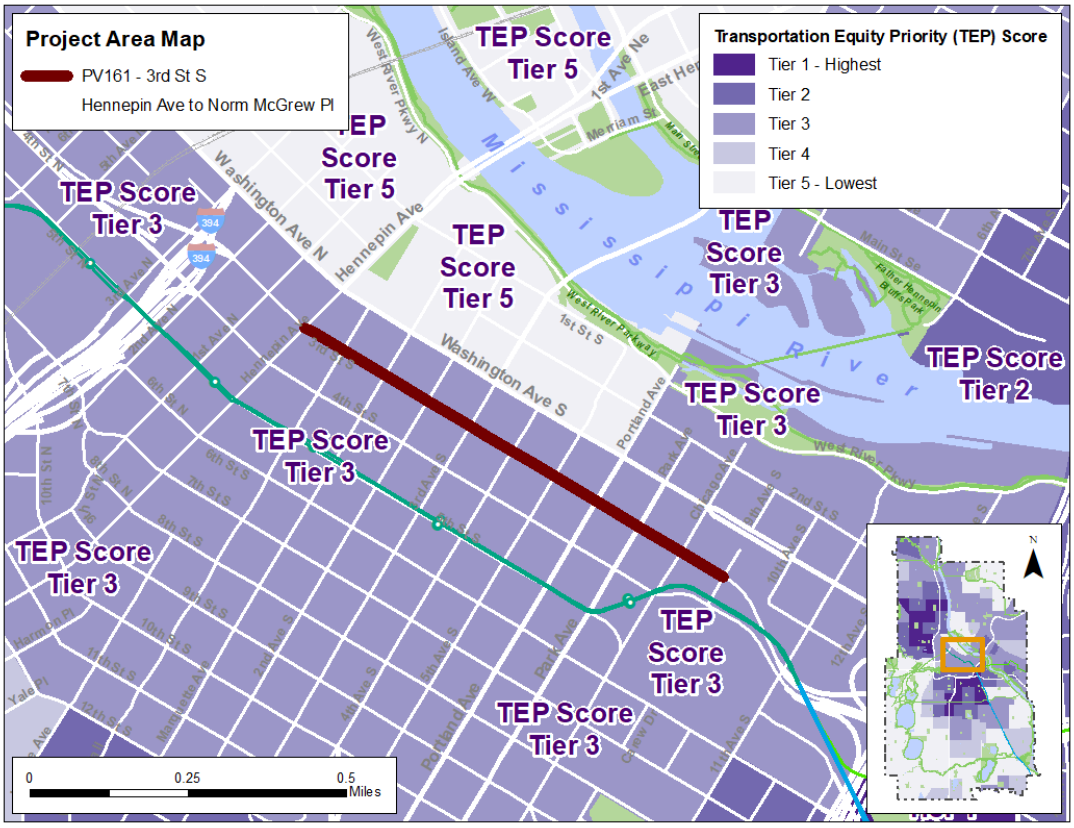
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Write a title for the content below



Additional Information

Not Applicable



City of Minneapolis

PV163 - 31st St E

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 52 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/3st-blaisdell-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $27,777,000

Project Location:

City Sector: Southwest, South
Neighborhood(s) Located: Lyndale, Central, Powderhorn Park
Ward(s) Located: 8, 9
Description of Location: 31st St E (Blaisdell Ave to Bloomington Ave)

Project Description

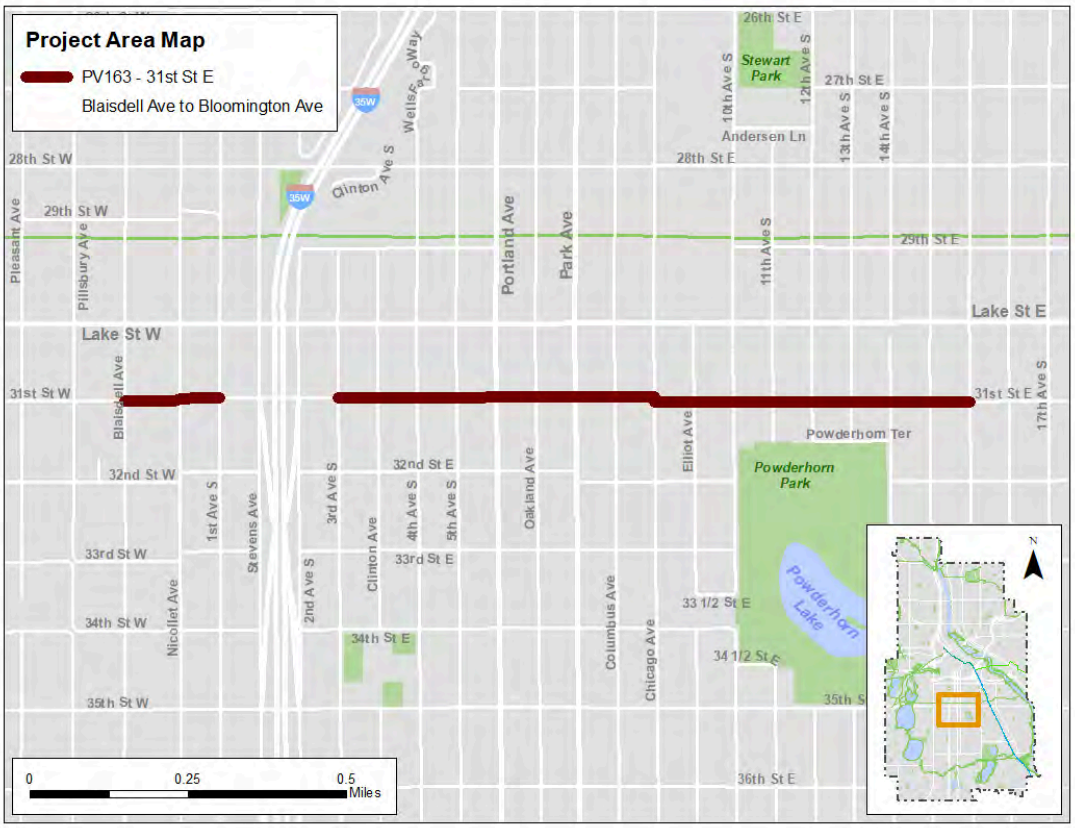
The proposed project will reconstruct approximately 1.3 miles of 31st Street East (MSA Route 366) between Blaisdell Avenue and Bloomington Avenue South. The existing corridor conditions vary depending on location. From Blaisdell Avenue to Stevens Avenue South, the roadway includes three travel lanes and striped shoulders. The roadway transitions to four travel lanes with two intermittent parking lanes during off-peak hours between Stevens 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 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. Portions

of the corridor received new PCI ratings in 2023 and in fair to poor condition. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bump outs, 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. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV163

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$1,200,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$11,000,000
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$15,577,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$27,777,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$6,944,250
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$18,055,050
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$2,777,700
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$27,777,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. 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. Portions of the corridor received new PCI ratings in 2023 and in fair to poor condition. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, and average ride quality. While poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 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. Portions of the corridor received new PCI ratings in 2023 and in fair to poor condition. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bump outs, 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.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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. 31st Street is on the Pedestrian Priority Network. Enhancing the existing sidewalks, crosswalks, adding bump outs, 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood

- White: 54.7%
- Of Color: 34.0%
  - Black or African American alone: 21.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 1.8%
  - Other alone: Suppressed
  - Two or more races alone: 3.5%
- Hispanic or Latino (of any race): 17.1%

Central Neighborhood

- White: 38.5%
- Of Color: 50.5%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 30.4%

Powderhorn Park Neighborhood

- White: 54.1%
- Of Color: 41.4%
  - Black or African American alone: 10.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.1%
- Hispanic or Latino (of any race): 24.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1 and 2. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

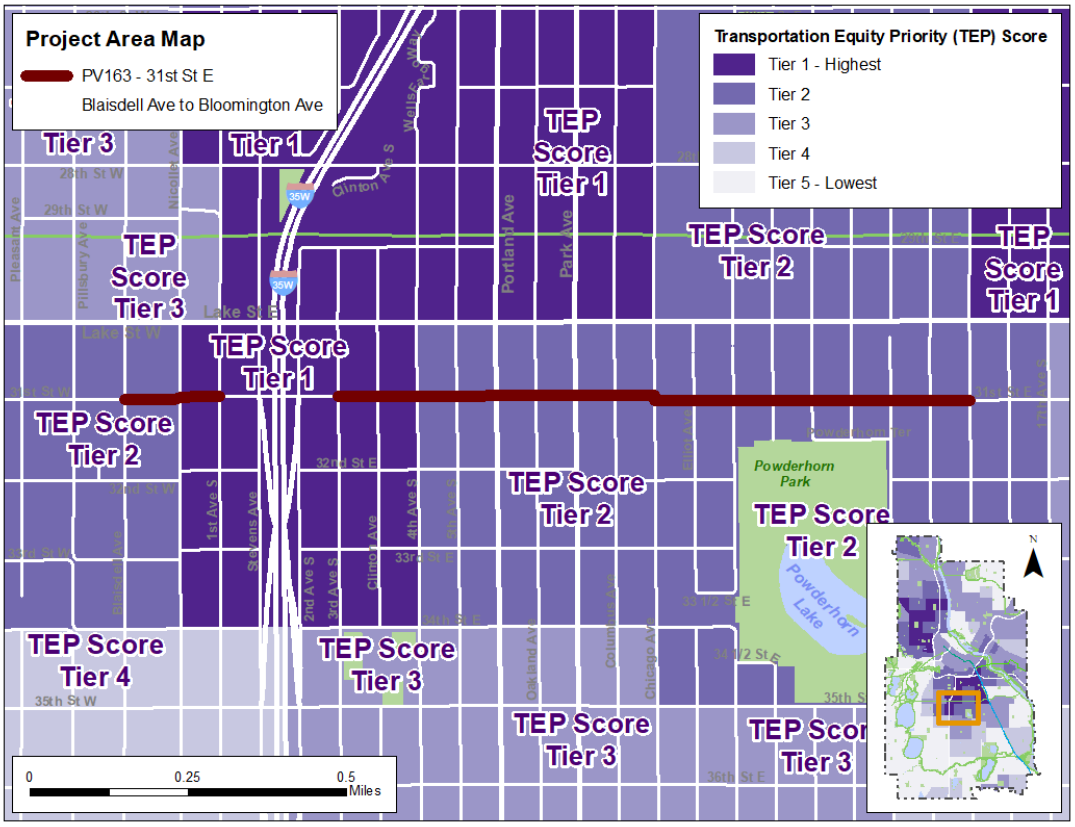
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map





City of Minneapolis

PV166 - 2nd Street NE

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 50 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/2st-broadway/
Prior year(s) funding amounts: $0
Total project cost (all years): $19,965,000

Project Location:

City Sector: East
Neighborhood(s) Located: Sheridan, Bottineau
Ward(s) Located: 3
Description of Location: 2nd St NE (Broadway St to Lowry Ave)

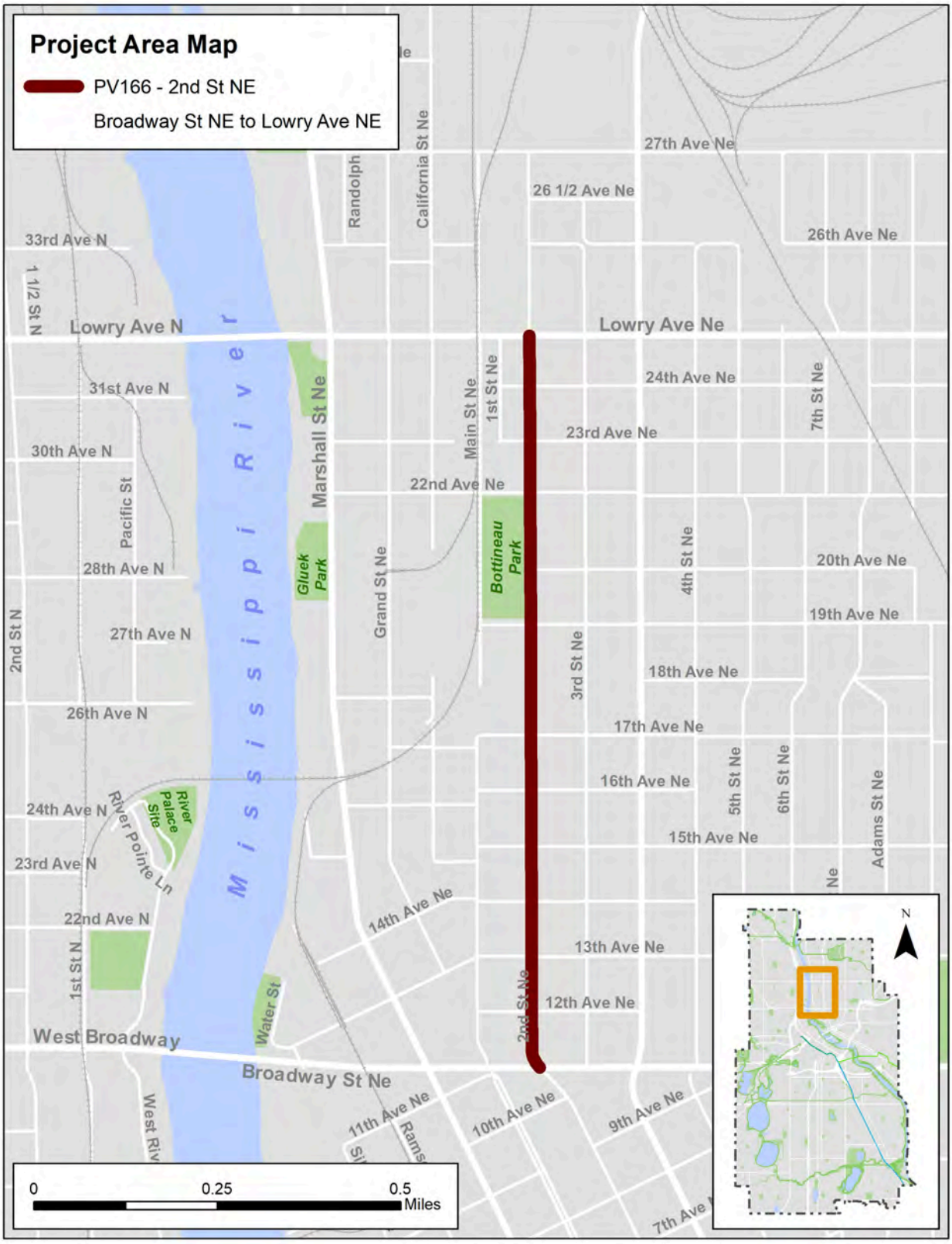
Project Description

The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast (MSA Route 226) 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, potential bikeway, 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 2022. 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. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$11,100,000	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$924,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$5,000,000	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$1,707,000	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$1,234,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,965,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$4,991,250	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$12,977,250	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$1,996,500	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,965,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street was built in 1956 and the pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 2022. 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. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day.

On a scale of 1-5, this project has a service level of 3.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 11 and 32, with intersecting service on Broadway Street and Lowry Avenue. The 2nd St NE corridor is identified as a Pedestrian Priority Network corridor. Enhancing the existing sidewalks, crosswalks, adding bump outs, 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above

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 approximately 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:
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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sheridan Neighborhood

- White: 71.6%
- Of Color: 26.6%
  - Black or African American alone: 17.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): 3.5%

Bottineau Neighborhood

- White: 70.0%
- Of Color: Suppressed
  - Black or African American alone: 21.6%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3 and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

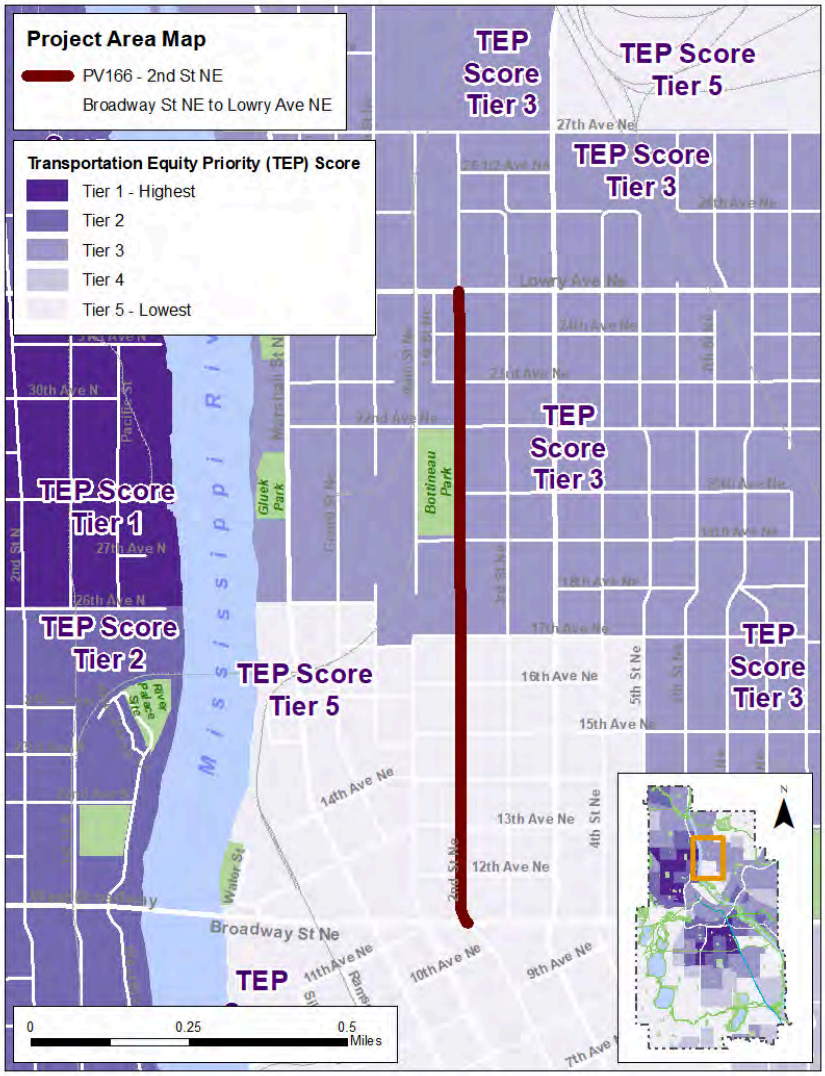
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV167 - Dowling Ave N (Humboldt Ave to Lyndale Ave)

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 53 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3764
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/dave-thomas-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $9,217,000

Project Location:

City Sector: North
Neighborhood(s) Located: Folwell, Webber-Camden, McKinley
Ward(s) Located: 4
Description of Location: Dowling Ave N (Humboldt Ave to Lyndale Ave)

Project Description

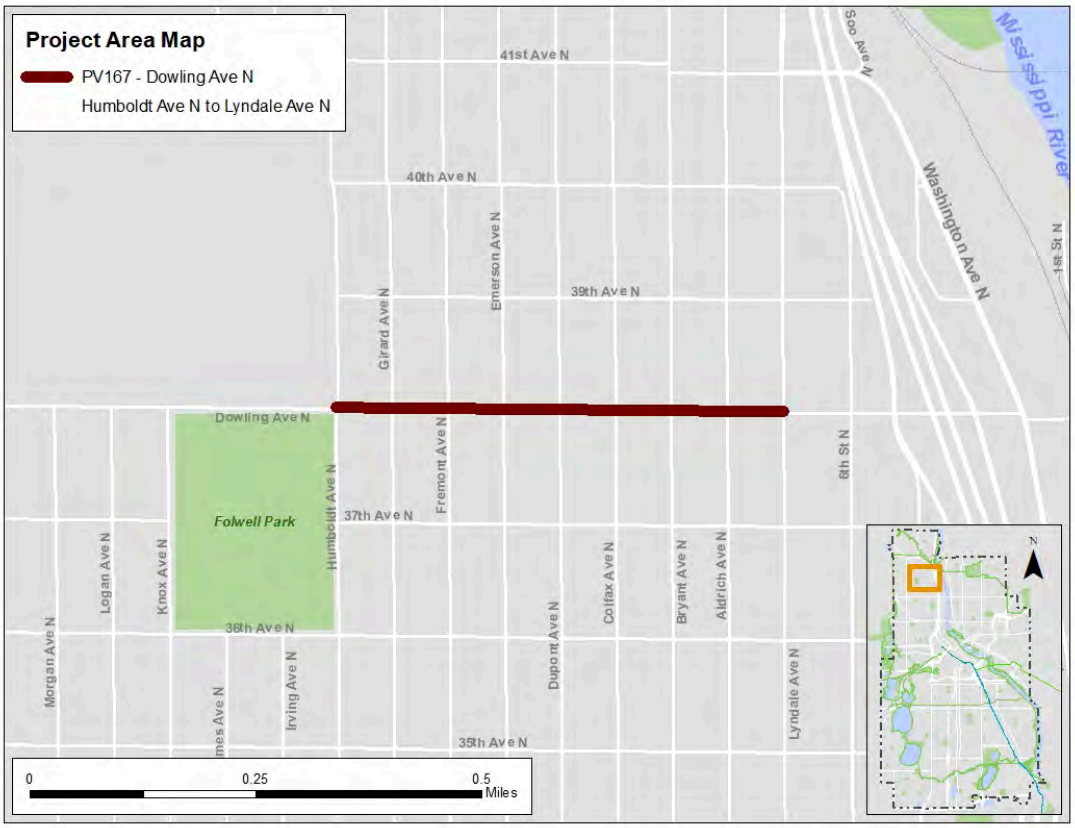
The proposed project will reconstruct approximately .55 miles of Dowling Ave N (MSA Route 169) between Humboldt Ave N and Lyndale Ave N. Currently, the corridor includes two travel lanes, intermittent parking lanes, bike lanes, and sidewalks on both sides of the street. The area along the project corridor is residential and abutting properties are predominantly single-family homes. Religious institutions and small businesses are intermittently dispersed. The Sojourner Truth Academy has a campus located at the intersection of Dowling Ave N and N Emerson Ave. On the southern side of Dowling Ave N is Folwell Park, located between N Knox Ave and N Humboldt Ave. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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 people in all the ways they move around. The segment of Dowling Ave North between Humboldt Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not

limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV167

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$447,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$5,000,000	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$3,770,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,217,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$2,304,250	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$5,991,050	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$921,700	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$9,217,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" or "good." Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality. While fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day.

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:
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, Hennepin County and the Minneapolis Park and Recreation Board. Collaboration with partners will focus on bus service and station design, construction of the county intersection at Penn Ave N, and access at Folwell Park.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See answers above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

McKinley Neighborhood

- White: 23.5%
- Of Color: 72.2%
  - Black or African American alone: 34.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 14.1%

Folwell Neighborhood

- White: 29.1%
- Of Color: 69.5%
  - Black or African American alone: 37.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 12.2%
  - Other alone: Suppressed
  - Two or more races alone: 9.4%
- Hispanic or Latino (of any race): 11.5%

Webber-Camden Neighborhood

- White: 32.3%
- Of Color: 64.3%
  - Black or African American alone: 30.8%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 9.4%
  - Other alone: Suppressed
  - Two or more races alone: 6.4%
- Hispanic or Latino (of any race): 19.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2, 3, and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

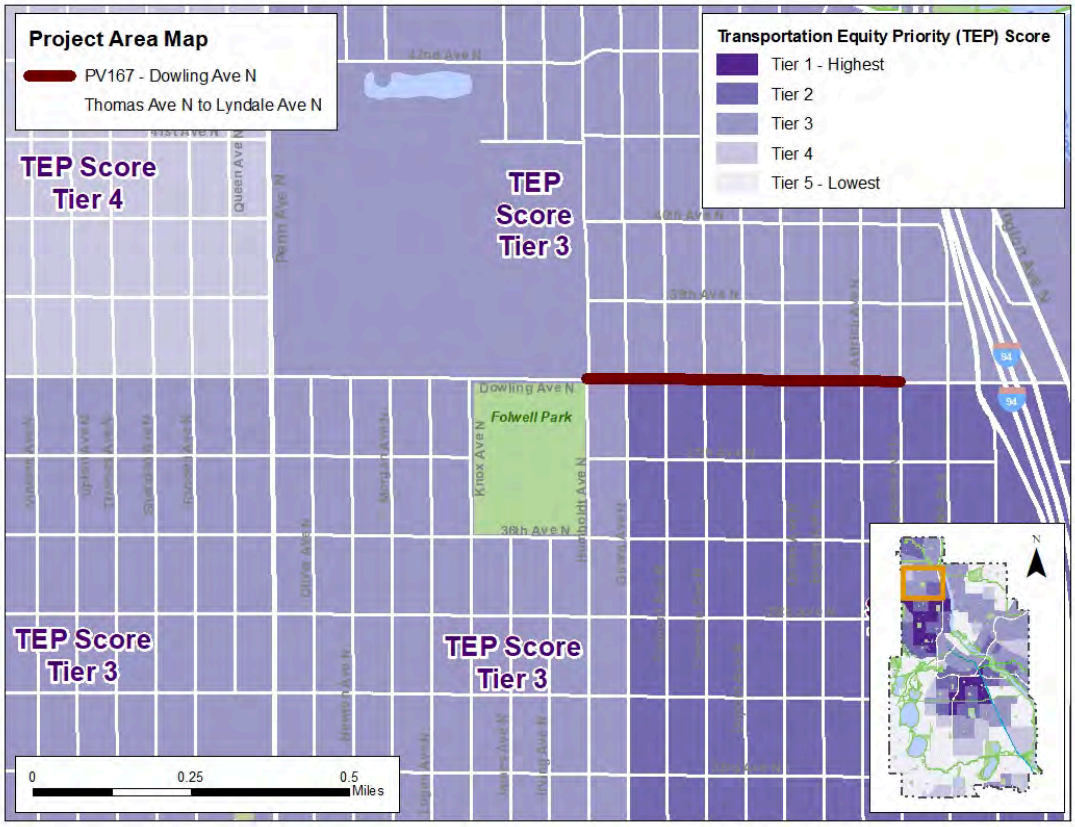
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV169 - 38th St (Blaisdell Ave to Park Ave)

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 54 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/3st-blaisdell-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $15,628,000

Project Location:

City Sector: Southwest, South
Neighborhood(s) Located: King Field, Bryant, Central
Ward(s) Located: 8
Description of Location: 38th St E/W (Blaisdell Ave to Park Ave)

Project Description

The proposed project will reconstruct approximately 0.7 miles of 38th Street E/W (MSA Route 253) between Blaisdell 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.

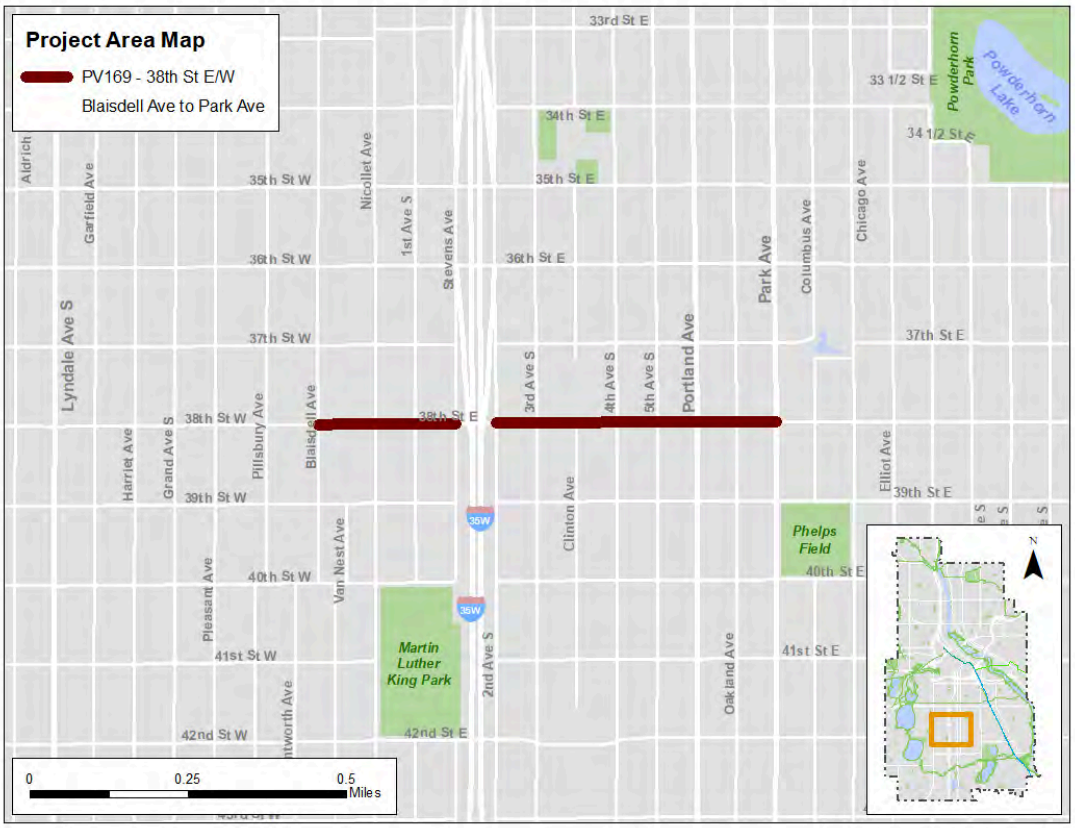
Purpose and Justification

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. 38th Street E/W was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV169

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$665,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$14,963,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,628,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$3,907,000
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$10,158,200
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$1,562,800
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,628,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. This street was originally constructed in 1960 and received an asphalt overlay in the past 15 years, as well as a more recent sealcoat. These measures brought the street back to rating in good condition by the City's pavement management system as measured in 2017. Since then, continued deterioration and aging of these treatments results in current conditions that are worse than the latest PCI data collection on the segment. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

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. 38th Street E/W was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 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 bump outs, 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
Refer to answers above

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 Works will carry forward any prior remaining bond authorizations to future program or project years.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bryant Neighborhood

- White: 40.0%
- Of Color: 47.4%
  - Black or African American alone: 22.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 31.5%

Central Neighborhood

- White: 38.5%
- Of Color: 50.5%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 30.4%

Kingfield Neighborhood

- White: 79.0%
- Of Color: 19.8%
  - Black or African American alone: 8.8%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 2.0%
    - Other alone: Suppressed
  - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 4.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

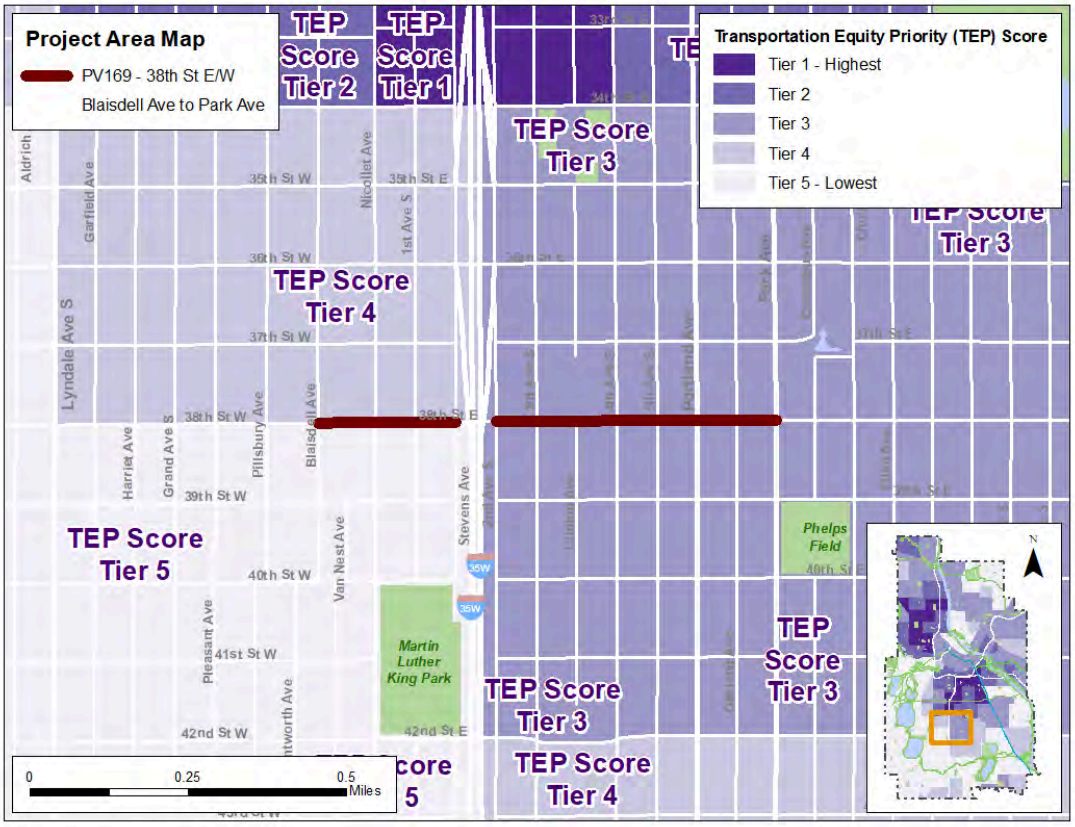
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV172 - Chicago Ave

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 55 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/cave-lake-st-37th-st/
Prior year(s) funding amounts: $0
Total project cost (all years): $17,202,000

Project Location:

City Sector: South
Neighborhood(s) Located: Powderhorn Park, Central
Ward(s) Located: 8, 9
Description of Location: Chicago Avenue (Lake St to 37th St E)

Project Description

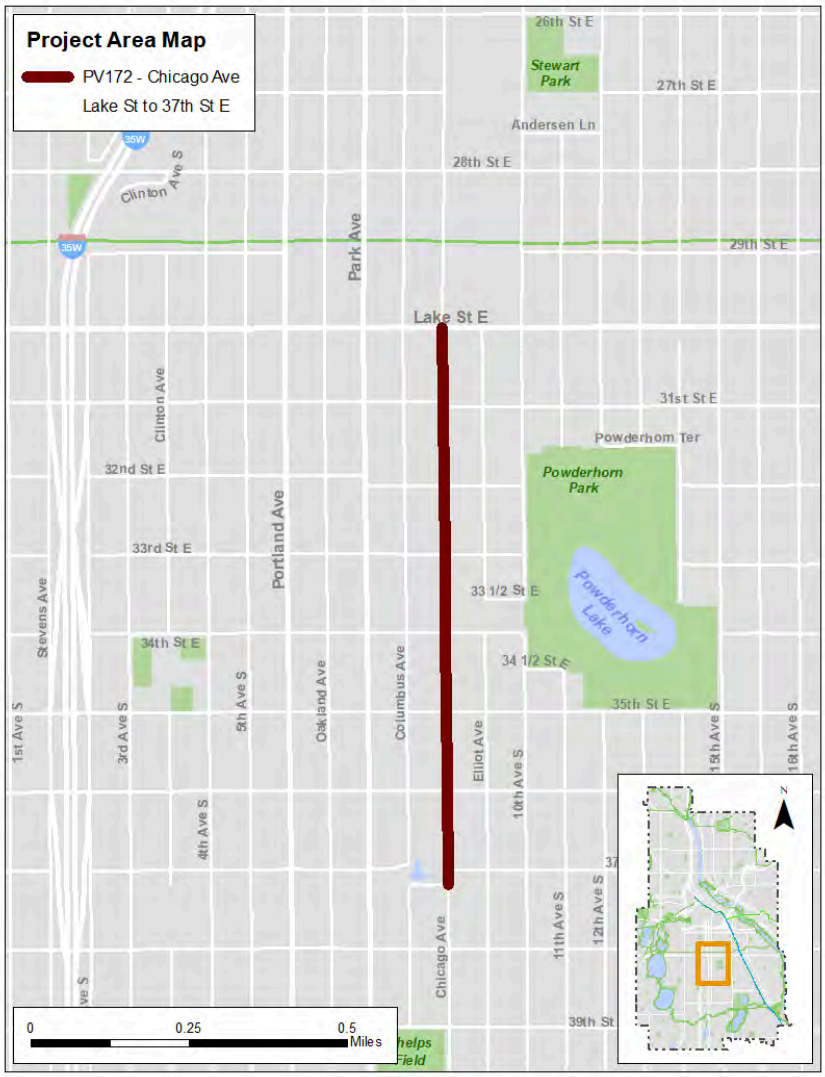
The proposed project will reconstruct approximately 0.85 miles of Chicago Avenue South (MSA Route 165) between Lake Street and 37th Street East. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the 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, improved bicycle facilities, 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 people in all the ways they move around. This segment of Chicago Avenue was constructed 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 a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV172

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$813,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
384101 - Transfer Fr City Capital 04100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$16,389,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,202,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$4,300,500
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$11,181,300
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$1,720,200
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$0	$0	$0	$0	$0	$0	$17,202,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. 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 of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

Partnerships

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The project is intended to improve the right-of-way for all people in all the ways they move around. This segment of Chicago Avenue was constructed 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 a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.

On a scale of 1-5, this project has a service level of 4.

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:
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 Hennepin County at the intersection of Chicago Avenue and Lake Street and Metro Transit. The City supports the development of the D Line in this corridor, with station stops at Lake Street and 34th Street.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 D Line and route 5 run along this corridor. 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 Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
Refer to answers above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Neighborhood

- White: 38.5%
- Of Color: 50.5%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 30.4%

Powderhorn Park Neighborhood

- White: 54.1%
- Of Color: 41.4%
  - Black or African American alone: 10.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.1%
- Hispanic or Latino (of any race): 24.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2 and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

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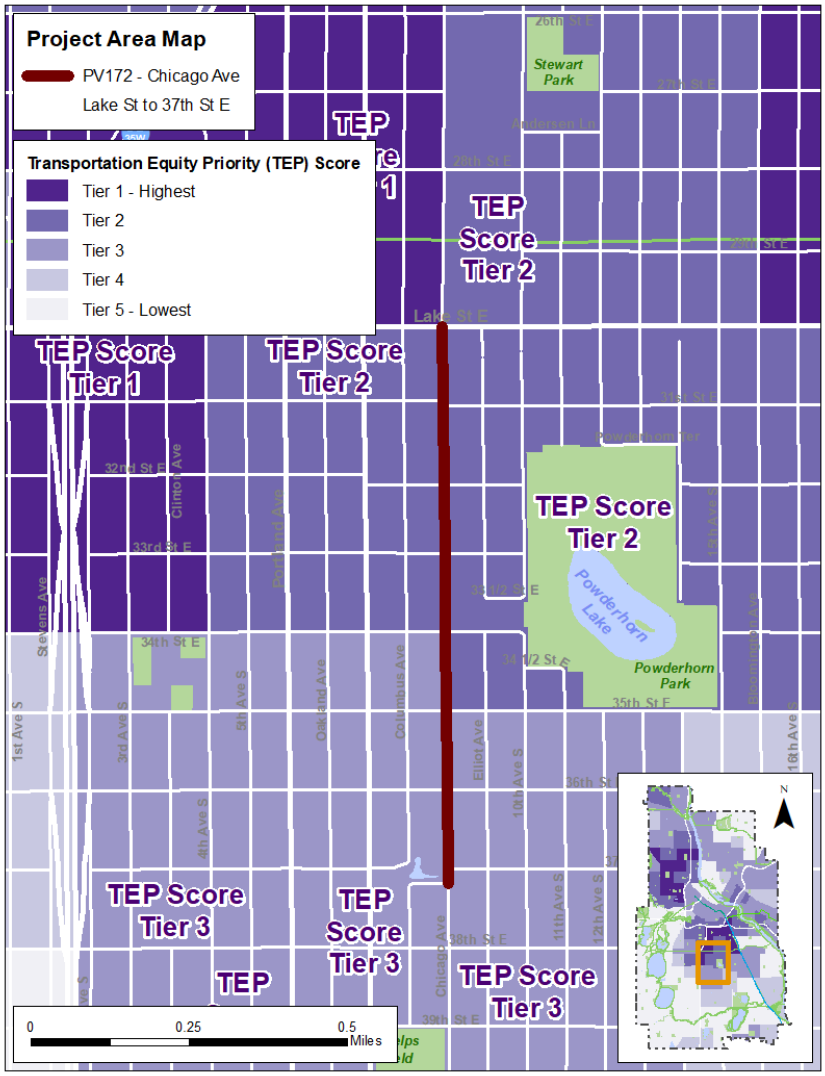
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV174 – 35th/36th Street E/W

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 42 of 66
Submitting Agency: Public Works
Contact Person: Fontaine Burruss
Contact Phone Number: (612)673-3614
Contact Email: fontaine.burruss@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/3st-blaisdell-ave-chicago-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $34,200,000

Project Location:

City Sector: Southwest, South
Neighborhood(s) Located: Lyndale, Kingfield, Central
Ward(s) Located: 8,9
Description of Location: 35th/36th Street E/W (Blaisdell Ave to Chicago Ave)

Project Description

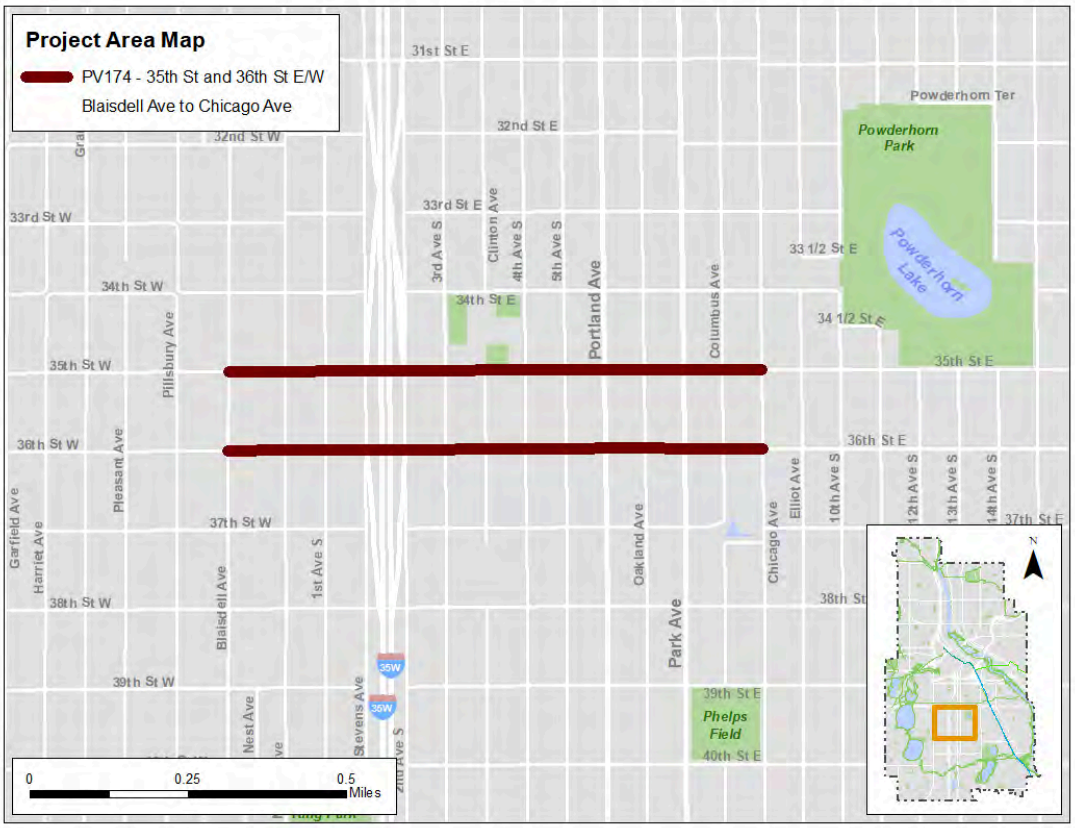
The proposed project will reconstruct approximately 1.6 miles of 35th Street E/W and 36th Street E/W between Blaisdell Avenue and Chicago Avenue. The area along the project corridor is primarily single-family housing with a mixture of apartment buildings and commercial uses at either end of the corridor. Existing conditions along the corridor include a 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 people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. 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. In 2023 sections were rated in “poor” condition reinforcing that 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 bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the City’s Vision Zero Action Plan as a High

Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV174

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$7,000,000	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$10,200,000	$9,000,000	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$1,072,000	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$1,000,000	$4,271,000	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$1,657,000	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$20,929,000**	**$13,271,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$5,232,250	$3,317,750	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$13,603,850	$8,626,150	$0	$0	$0
GOVER - General Overhead	$0	$0	$2,092,900	$1,327,100	$0	$0	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$20,929,000**	**$13,271,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. 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. In 2023 sections were rated in "poor" condition reinforcing that the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. 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. In 2023 sections were rated in “poor” condition reinforcing that 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 bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the City’s Vision Zero Action Plan as a High Injury Street and

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of $7,000,000 has been awarded for the year 2027.

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

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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's D Line and Route 5 run on 35th Street E and 36th Street E within project limits. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See answers above.

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 began the preliminary planning in 2024, and project design for 2026. The - first phase of engagement took place from September 2024 through December 2024. The Engagement Summary posted on the project website summarizes the feedback received during Phase 1, as well as the summary of in-person and online engagement opportunities provided to the public.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood

- White: 54.7%
- Of Color: 34.0%
  - Black or African American alone: 21.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 1.8%
  - Other alone: Suppressed
  - Two or more races alone: 3.5%
- Hispanic or Latino (of any race): 17.1%

Kingfield Neighborhood

- White: 79.0%
- Of Color: 19.8%
  - Black or African American alone: 8.8%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 2.0%
  - Other alone: Suppressed
  - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 4.4%

Central Neighborhood

- White: 38.5%
- Of Color: 50.5%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 30.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3 and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

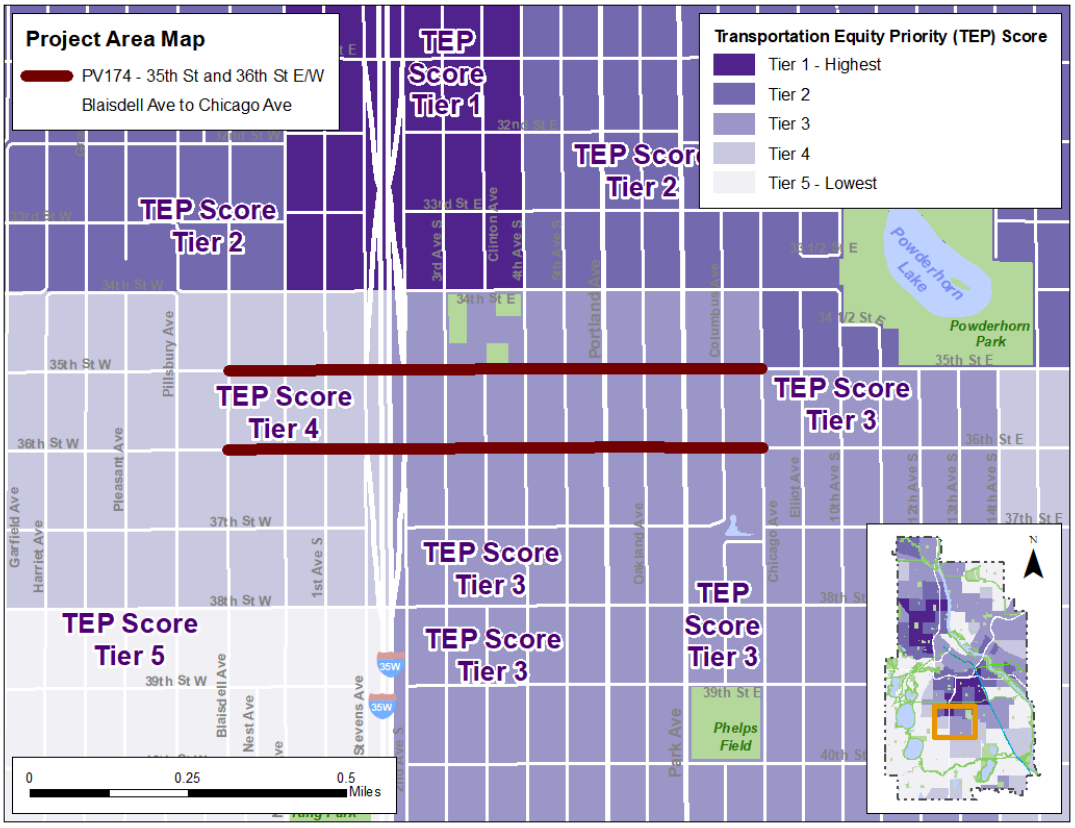
Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

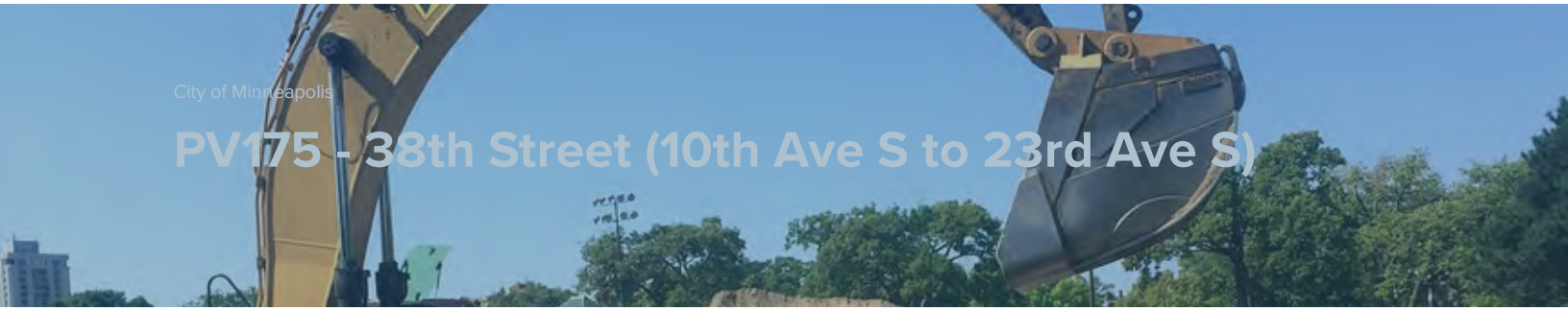
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.



Additional Information

Not Applicable



City of Minneapolis

PV175 - 38th Street (10th Ave S to 23rd Ave S)

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 56 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/3st-10th-ave-23rd-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $23,304,000

Project Location:

City Sector: South
Neighborhood(s) Located: Bryant, Central, Bancroft, Powderhorn Park, Standish
Ward(s) Located: 8, 9, 12
Description of Location: 38th St E (10th Ave S to 23rd Ave S)

Project Description

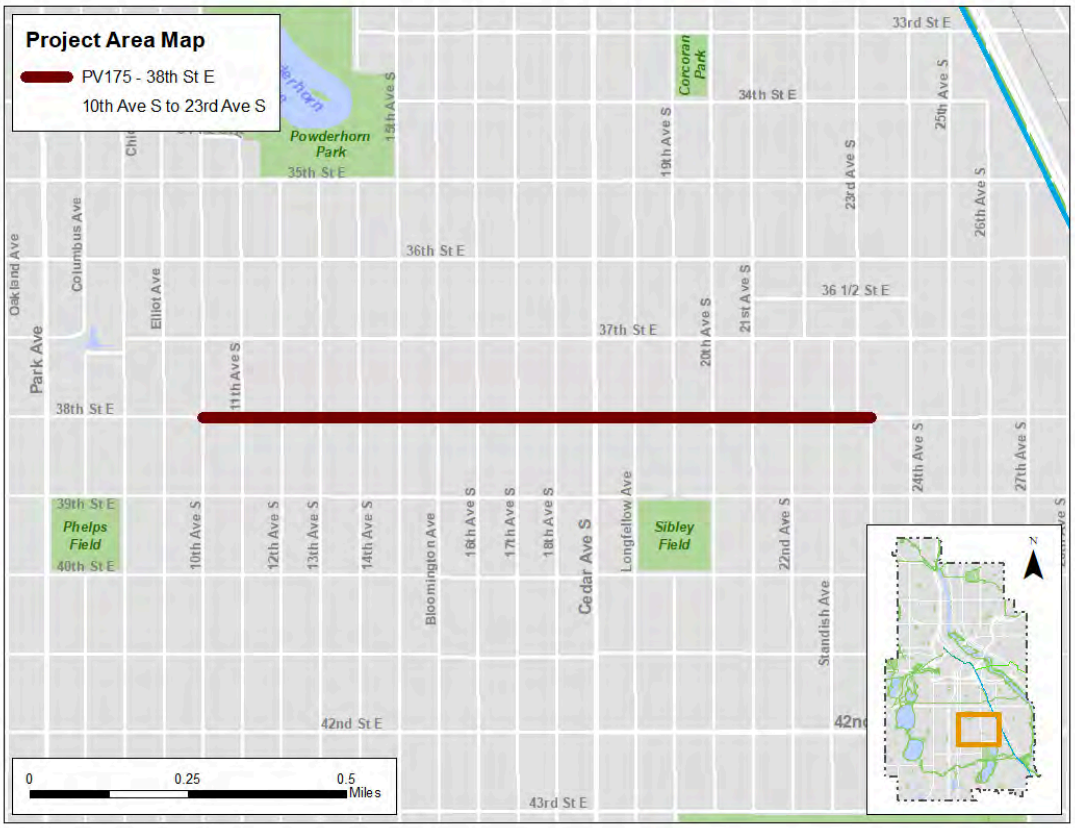
The proposed project will reconstruct approximately 1.1 miles of 38th St E between 10th Ave S and 23rd Ave S. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. There is a striped median with raised concrete medians between 13th 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. 38th Street E was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV175

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$971,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$22,333,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$23,304,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$5,826,000	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$15,147,600	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$2,330,400	$0
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$23,304,000**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

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. 38th Street E was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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:
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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bancroft Neighborhood

- White: 62.7%
- Of Color: 36.5%
  - Black or African American alone: 7.0%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.4%
- Hispanic or Latino (of any race): 19.3%

Powderhorn Neighborhood

- White: 54.1%
- Of Color: 41.4%
  - Black or African American alone: 10.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.1%
- Hispanic or Latino (of any race): 24.8%

Standish Neighborhood

- White: 76.0%
- Of Color: 22.4%
  - Black or African American alone: 8.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 5.7%
- Hispanic or Latino (of any race): 6.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3, 4, and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

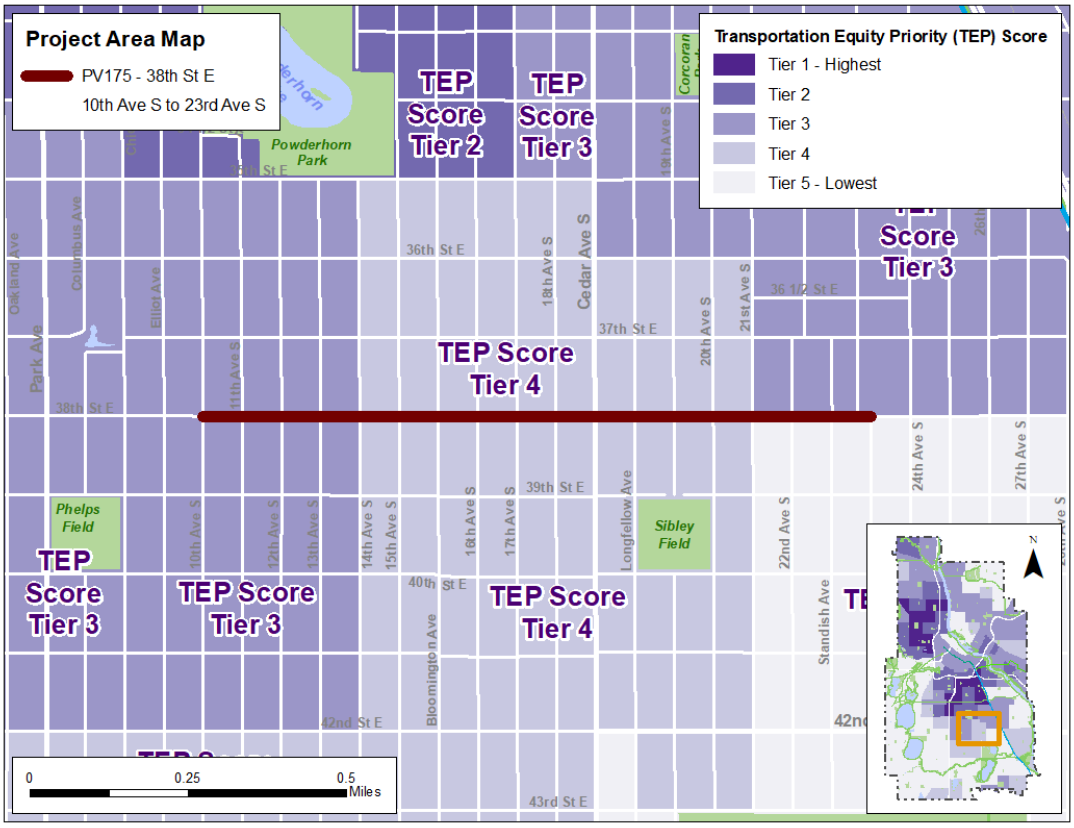
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

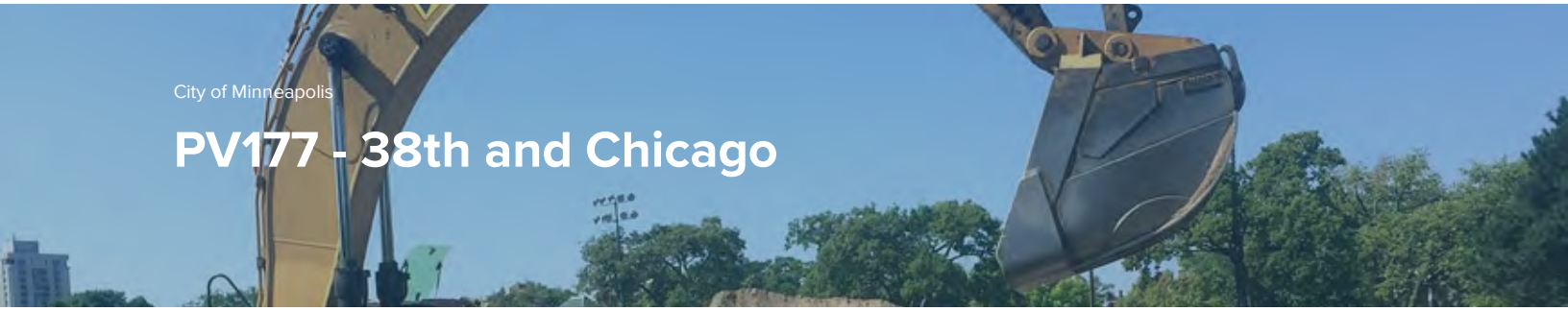
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable



City of Minneapolis

PV177 - 38th and Chicago

Project Details:

Project Start Date: 06/29/2027
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 40 of 66
Submitting Agency: Public Works
Contact Person: Nathan Koster
Contact Phone Number: (612) 673-3638
Contact Email: nathan.koster@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/3
chicago-ave/
Prior year(s) funding amounts: $5,559,000
Total project cost (all years): $10,847,000

Project Location:

Address:
City Sector: South
Neighborhood(s) Located: Central, Powderhorn, Bancroft, Phillips
Ward(s) Located: 8, 9
Description of Location: 38th St E & Chicago Ave S

Project Description

The streets of 38th Street East and Chicago Avenue South were built in phases between 1957 and 1963 and have exceeded their useful life. Given the age and condition of the streets, as well as evolving uses within the space, a reconstruction is necessary to support the vision for George Floyd Square. The project will reconstruct 38th Street East between Park Avenue and 10th Avenue South, as well as Chicago Avenue from 37th Street East to 39th Street East. This project will seek to balance traditional asset management needs with the intersectionality of justice, healing, placemaking and culture.

The reconstruction project will involve the entire public right-of-way and will include new sidewalks, new ADA pedestrian ramps, boulevards with trees, green stormwater infrastructure, new all ages and abilities bikeways, traffic calming improvements, pavement, curb and gutter, pedestrian scale street lighting, and utility improvements. The project is an opportunity to transform the right-of-way to align the policy visions and goals articulated in the Minneapolis 2040 Plan, the City's Transportation Action Plan (TAP), Complete Streets Policy, Racial Equity Framework for Transportation, Climate Action Plan , Vision Zero Action Plan (VZAP) in which 38th Street East is identified as a previous High Injury Street to monitor, and the 38th Street THRIVE Strategic Development Plan.

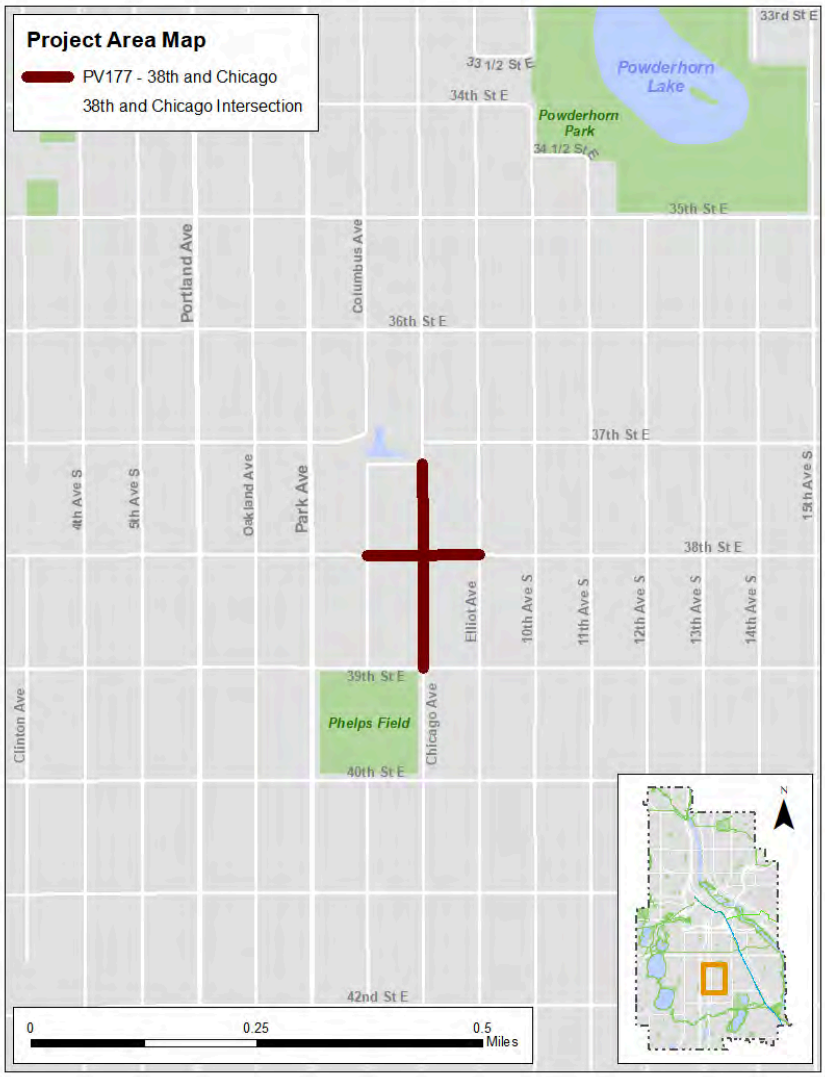
Public Works is advancing this work in close collaboration with Community Planning and Economic Development (CPED) and Art & Cultural Affairs (ACA) to ensure that the street planning and design aligned closely with the Visioning and Priorities report for future plans for the Peoples' Way site at 3744 Chicago Avenue and memorials located within George Floyd Square. CPED is leading the request for qualifications (RFQ) process for the Peoples' Way site to identify a new community centered owner. ACA is working with artists, conservators, and community members to identify and reintegrate memorials into the street project. It is critical to advance all of

these efforts concurrently so future street reconstruction can address aging and failing infrastructure beneath the street in advance of redevelopment and memorial planning to limit disruption.

Purpose and Justification

On May 25, 2020, George Floyd was murdered by a Minneapolis police officer at the intersection of 38th and Chicago, now known as George Perry Floyd Square. Since his death, the area has become a gathering space for racial healing and reflection. Prior to the murder of George Floyd, both 38th Street East and Chicago Avenue were identified in the city's capital improvement program for reconstruction. The project's geographic limits were rescoped to provide an opportunity to re-envision the streets within George Floyd Square to better align with how the space is used and experienced by community members and visitors that gather, celebrate, mourn, and actively protest in the space since the murder of George Floyd.

Project Visuals and Map



Project Funding and Cost Breakdown

PV177

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321514 - Municipal State Aid	$0	$0	$1,000,000	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$4,288,000	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$5,288,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$1,322,000	$0	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$3,437,200	$0	$0	$0	$0
GOVER - General Overhead	$0	$0	$528,800	$0	$0	$0	$0
EXPENSES	**$0**	**$0**	**$5,288,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

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Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all users and modes of travel. The streets were built in phases between 1957 and 1963 and are beyond there expected useful life. Various mill and overlay and sealcoat projects over the last twenty 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. The segments of 38th St and Chicago Ave have pavement and subsurface that are beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, expand the pedestrian realm with space for trees and landscaping, accommodate existing and new memorials, prioritize safety improvements, and add new bicycle facilities. Modal

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:
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:
Public Works continues to work closely with departments across the city enterprise as a part of the effort to establish a community-centered cohesive vision for art, memorials, the Peoples’ Way site at 3744 Chicago Avenue, racial healing and the public right-of-way. Minneapolis’ Office of Public Service (OPS) served as the lead with support and collaboration across numerous city departments, including Community Planning and Economic Development (CPED), Arts and Cultural Affairs (ACA), Racial Equity Inclusion and Belonging (REIB), Health, Communications, Neighborhood and Community Relations. Since engagement and planning started in 2021, the city has worked to thoroughly engage community stakeholders through a wide variety of engagement activities. Additionally, Public Works continues to work closely with agency partners such as Hennepin County to coordinate with the Park/Portland improvement project, the Minneapolis Park and Recreation Board for the preservation and siting of trees, and Metro Transit for the evaluation of transit services (Routes 5, 23, and D Line).

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. These streets serve residents, businesses, visitors to George Perry Floyd Square, and people travelling through the area, which results in varied level of uses through the day and across the year. Average daily use through the area has not returned to pre-2020 levels, but special events and gatherings in the square can attract larger crowds. 38th Street E was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
See below.

Does the project support redevelopment opportunity that without the project would be infeasible?
This project will align with the cohesive vision that was established for the area and will accommodate future art, memorials, and the planned redevelopment of the Peoples' Way site at 3744 Chicago Avenue. Advancing this project in alignment with the broader vision for the area will address aging and failing infrastructure, as well as minimize future disruptions for existing and planned improvements within the public right-of-way.

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 is still in the planning phase and has not advanced into final design. The design will follow the priorities identified in the Transportation Action Plan, Complete Streets Policy, and Vision Zero Action Plan, using the design guidance outlined in the Street Design Guide. Below is a summary of the key networks identified in the Transportation Action Plan.

Pedestrian:
- 38th St and Chicago Ave are on the pedestrian priority network

Bicycle:
- 38th St is a long-term low stress bikeway
- Chicago Ave is an existing connector bikeway

Transit:
- 38th St is a future transit priority corridor
- Chicago Ave is an existing high frequency transit route

Freight:
- 38th St and Chicago Ave are truck routes

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:
- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

A summary of the proposed enhancements is included in the project description.

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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- 38th St and Chicago Ave are both Mixed Use Commercial Connectors

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2027

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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:
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 approximately 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 completed across two construction seasons.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Neighborhood
- White: 38.5%
- Of Color: 50.5%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 30.4%

Bancroft Neighborhood
- White: 62.7%
- Of Color: 36.5%
  - Black or African American alone: 7.0%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.4%
- Hispanic or Latino (of any race): 19.3%

Powderhorn Park Neighborhood
- White: 54.1%
- Of Color: 41.4%
  - Black or African American alone: 10.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 6.1%
- Hispanic or Latino (of any race): 24.8%

Philips Neighborhood
- White: 16.7%
- Of Color: 80.2%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: 10.4%
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 43.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3, 4, and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan.

Public Works has deployed various levels for individual activities and events, with a goal of using Collaborate to the greatest extent possible throughout the planning phase.

The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

For a summary of engagement related to the planning for 38th St & Chicago Re-Envisioned, please see the following resources:

38th Street THRIVE
38th & Chicago Re-Envisioned Engagement Summary
George Floyd Square Visioning and Priorities Report

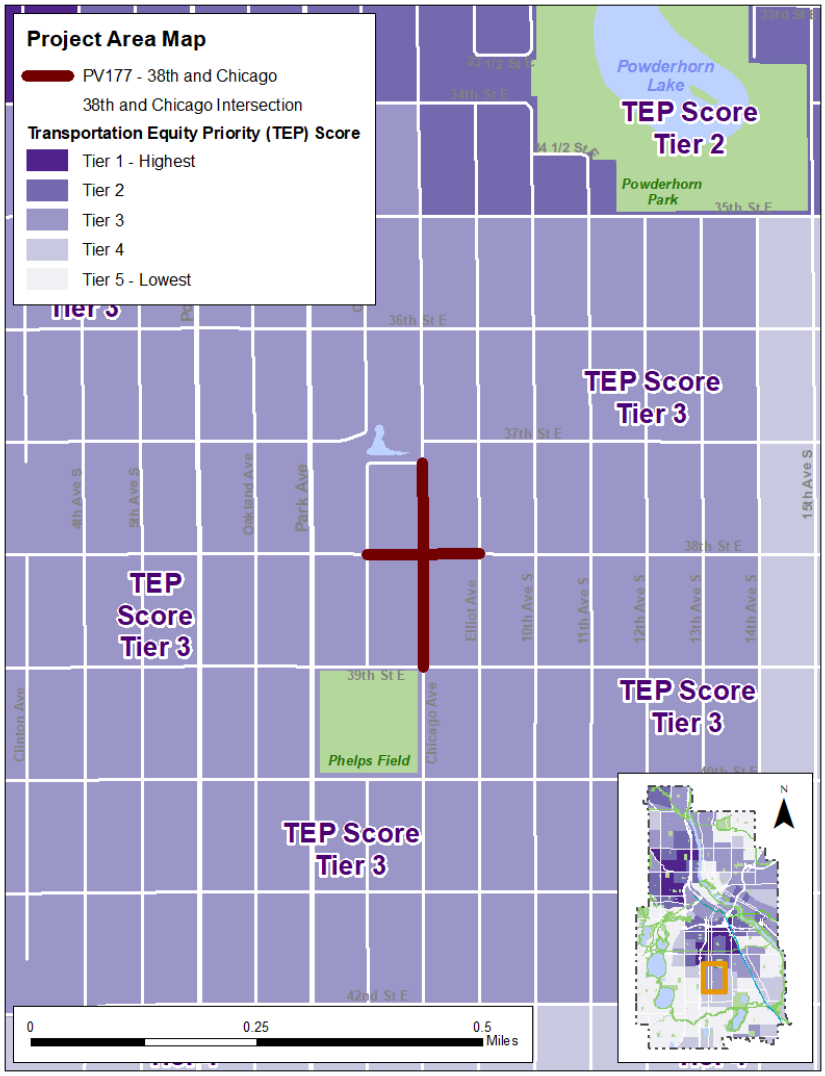
Analysis

How does the outcome for this project help the city achieve racial equity?
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity

The Vision Framework for the 38th and Chicago has identified the first priority as one to repair the collective harms experienced by the community due to the historical impacts of racism and murder of George Floyd. In addition to the work in this project, the City of Minneapolis is taking actions towards broader priorities that the community has identified through the engagement process, as outlined in the George Floyd Square Visioning and Priorities Report.

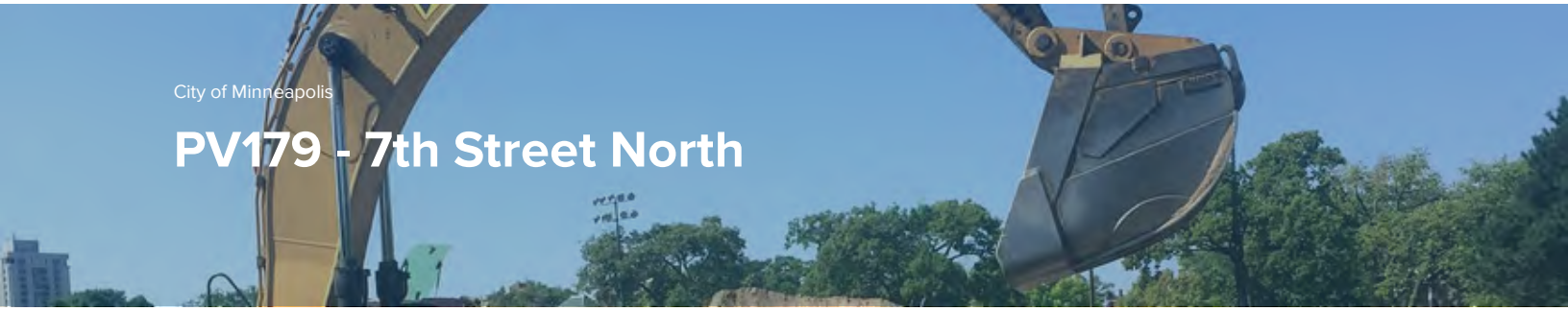
For specific outcomes related to George Floyd Square, please refer to the George Floyd Square Visioning and Priorities Report. This report outlines a comprehensive look at the area and defines clear values and priorities that are linked directly to actions (see pages 7-11).

Transportation Equity Priority (TEP) Map



Additional Information

Not Applicable.



City of Minneapolis

PV179 - 7th Street North

Project Details:

Project Start Date: 04/15/2028
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 45 of 66
Submitting Agency: Public Works
Contact Person: Kelsey Fogt
Contact Phone Number: (612) 790-7132
Contact Email: kelsey.fogt@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/7st-10th-st-lyndale-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $14,900,000

Project Location:

City Sector: North
Neighborhood(s) Located: Near North, Sumner-Glenwood, North Loop
Ward(s) Located: 5
Description of Location: 7th St N (10th St N to E Lyndale Ave N)

Project Description

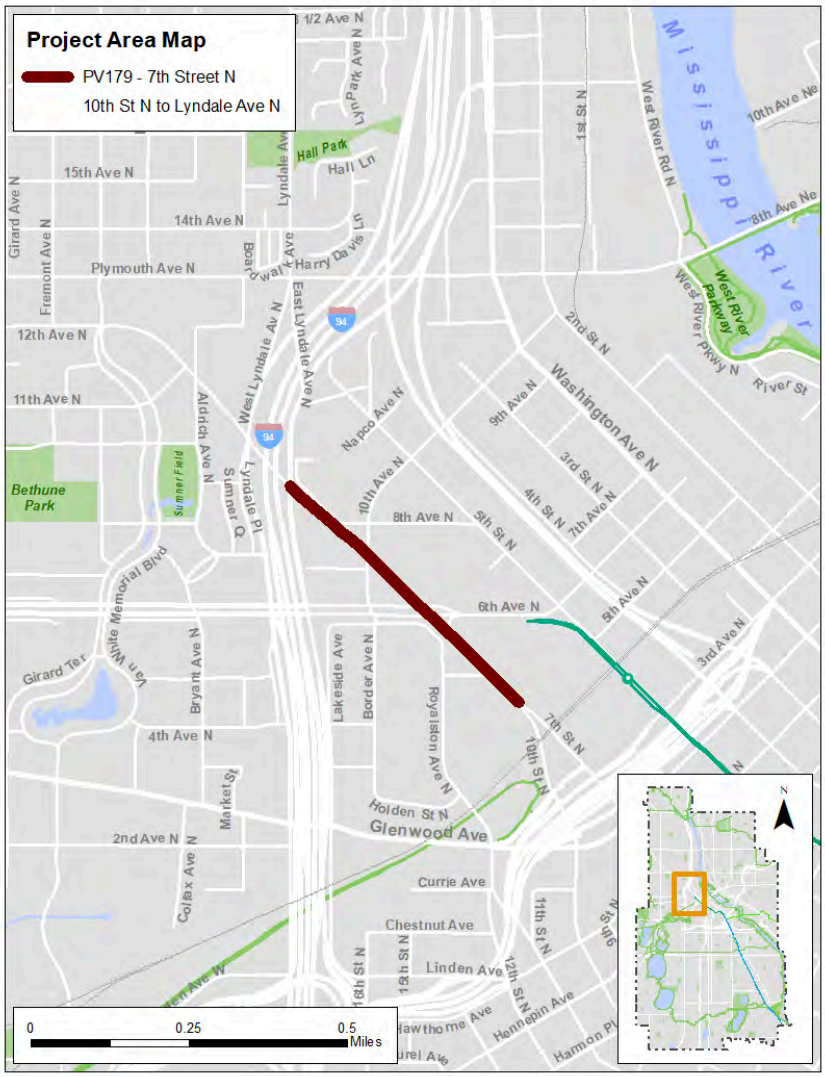
The proposed project will reconstruct approximately 0.35 - 0.55 miles of 7th St N between 10th St N and E Lyndale Ave N. The project is being coordinated with the METRO Blue Line Light Rail Extension project and will modify the extents based on the approved alignment for the LRT. Existing conditions along the corridor include sidewalk on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for some segments. Land use adjacent to the corridor is a mix of commercial, public services, and residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. In addition, this work will ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project and its arterial bus rapid transit network.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, 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 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV179

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$7,000,000	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$4,000,000	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$3,900,000	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$14,900,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$3,725,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$9,685,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$0	$1,490,000	$0	$0	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$0	$0	$0	$14,900,000	$0	$0	$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, 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 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This street was identified in the City’s Vision Zero

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:
This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of $7,000,000 dollars has been awarded for the year 2027.

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 specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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 5, 9, 22, 755, and the METRO C and D Line BRT routes. 7th Street North is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan. The 7th Street North corridor is also on Pedestrian Priority Network (PPN) as well. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See answers above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood

- White: 20.2%
- Of Color: 79.4%
  - Black or African American alone: 62.9%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 6.8%
  - Other alone: Suppressed
  - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 4.0%

Sumner-Glenwood Neighborhood

- White: 9.0%
- Of Color: 91.0%
  - Black or African American alone: 72.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

North Loop Neighborhood

- White: 70.1%
- Of Color: 25.9%
  - Black or African American alone: 9.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 8.4%
  - Other alone: Suppressed
  - Two or more races alone: 3.0%
- Hispanic or Latino (of any race): 8.0%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

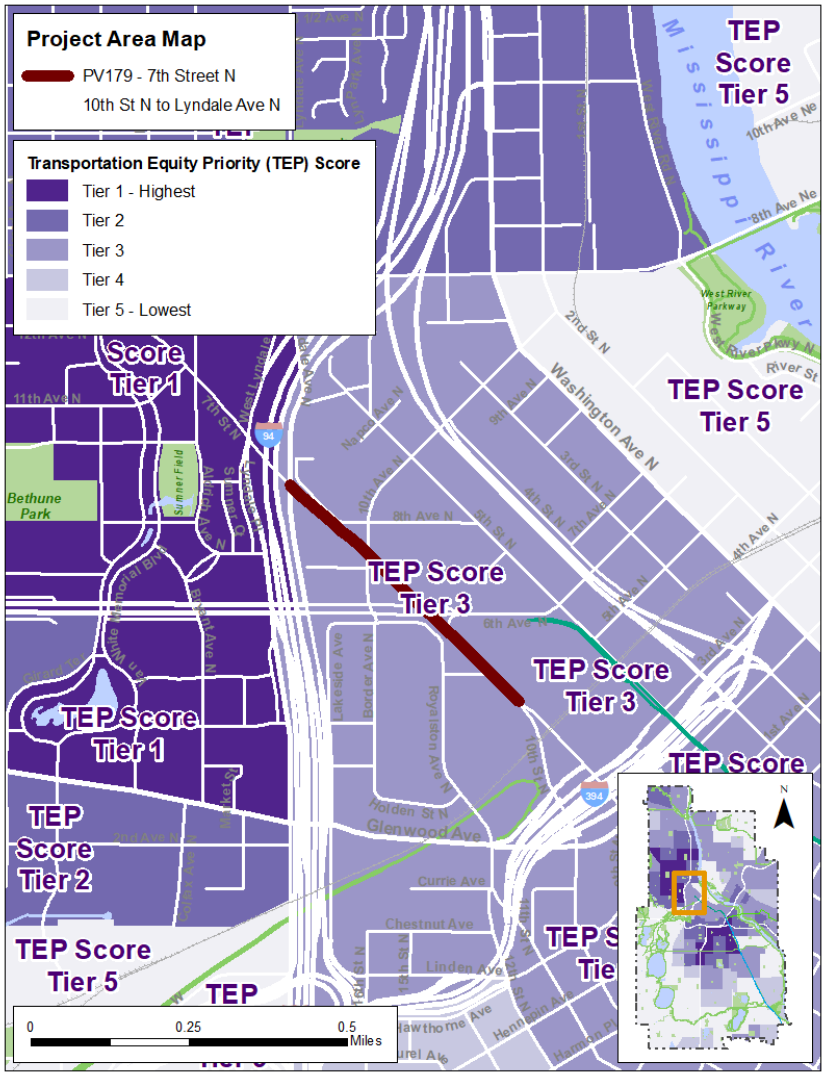
Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

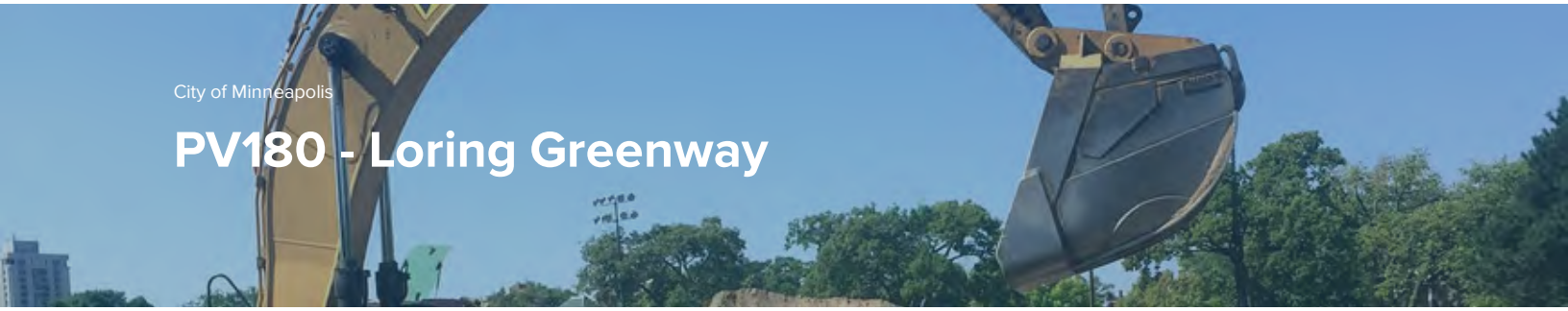
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.



Additional Information

Not Applicable



City of Minneapolis

PV180 - Loring Greenway

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 57 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673- 3746
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/l
greenway/
Prior year(s) funding amounts: $0
Total project cost (all years): $500,000

Project Location:

City Sector: Downtown
Neighborhood(s) Located: Loring Park
Ward(s) Located: 7
Description of Location: Loring Greenway (Nicollet Mall to Loring Greenway)

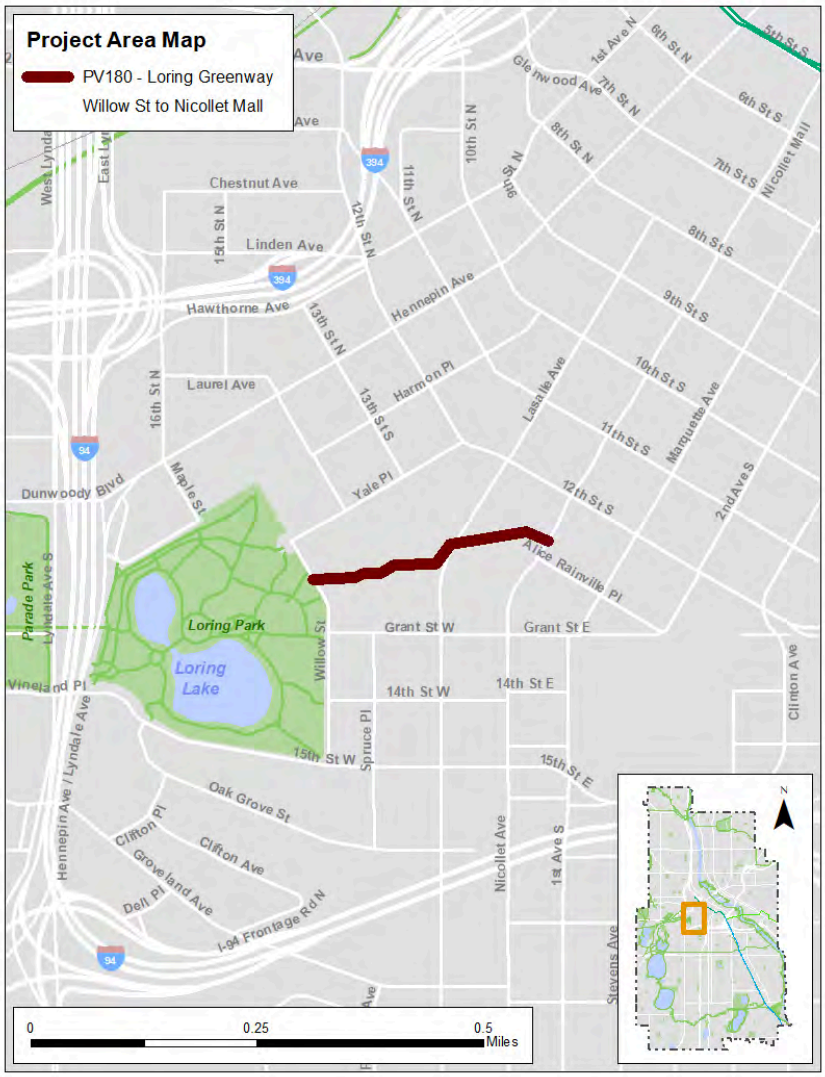
Project Description

This project will make capital improvements within the public right of way along the Loring Greenway, which connects Nicollet Mall to Loring Park via a series of open spaces and paths. Public Works will address aging and deteriorating paths, walls, seating areas, lighting, signage, and other various public realm infrastructure, including upgrading the right of way to meet current ADA design standards.

Purpose and Justification

This project is intended to address aging and deteriorating infrastructure within the public right-of-way along the Loring Greenway in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will provide improvements along the greenway in the Loring Park neighborhood, supporting access and mobility to important recreational, residential, and commercial destinations.

Project Visuals and Map



Project Funding and Cost Breakdown

PV180

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$500,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$500,000**
Expenses						
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$125,000
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$325,000
GOVER - General Overhead	$0	$0	$0	$0	$0	$50,000

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$0	$0	$0	$0	$0	$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The Loring Greenway is generally in fair condition, while recognizing that its age is becoming apparent and parts of the path are no longer up to current ADA standards. The unique nature of the Loring Greenway leads to assessment of the current condition to be composed of multiple metrics such as concrete condition, current ADA design standards, and user experience.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful life span may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is meant to address a deteriorating east/west bicycle/pedestrian trail in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will improve a more direct connection in the Loring Park neighborhood to recreational, residential and commercial land uses. Public Works has no data on the condition of the trail other than observations of various asset conditions.

On a scale of 1-5, this project has a service level of 4.

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:
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:
Minneapolis Public Works has had a longstanding partnership with the Loring Greenway Association.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 greenway will provide direct access to the high frequency transit service along Nicollet Mall and will be designed to meet current ADA standards for people walking, biking, and rolling.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Trail

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
See above

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Loring Park Neighborhood

- White: 71.5%
- Of Color: 26.1%
  - Black or African American alone: 11.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 4.3%
  - Other alone: Suppressed
  - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2 and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

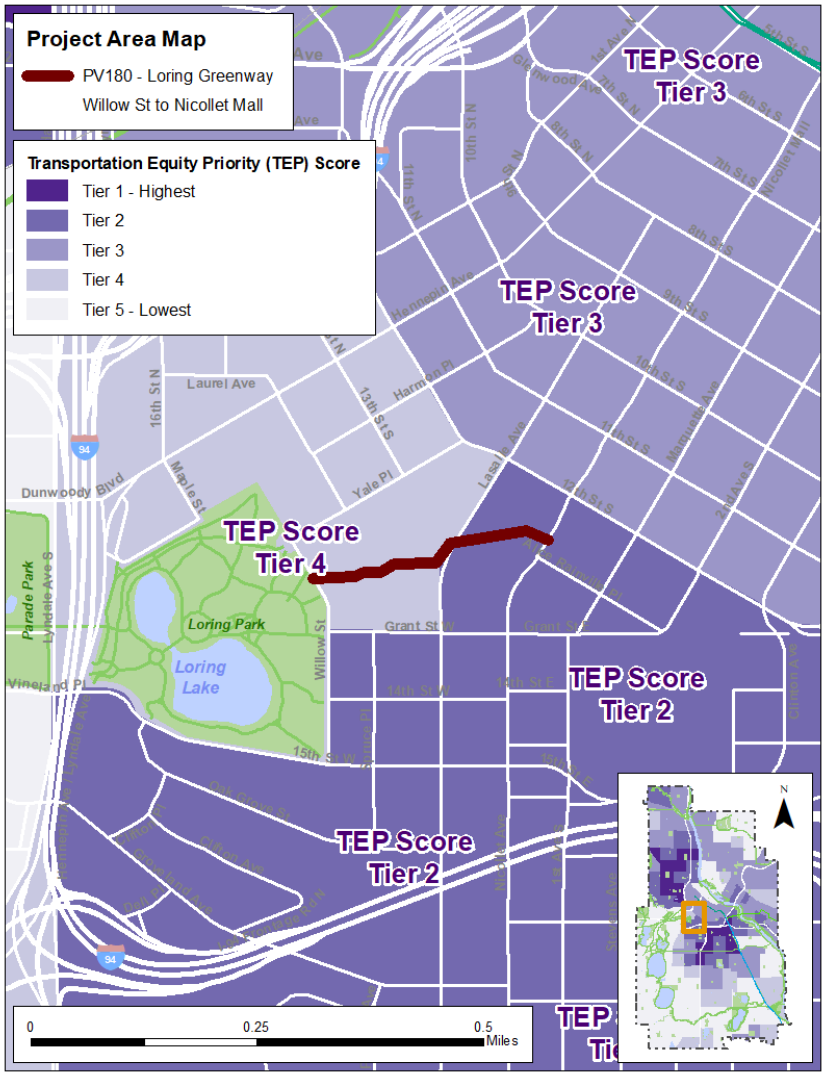
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV181 - 18th Ave S and Little Earth

Project Details:

Project Start Date: 4/15/2030
Estimated Project Completion Date: 11/15/2030
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 48 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/1ave-s-little-earth/
Prior year(s) funding amounts: $0
Total project cost (all years): $7,965,000

Project Location:

City Sector: South
Neighborhood(s) Located: East Phillips
Ward(s) Located: 9
Description of Location: 18th Ave S (E 24th St to E 26th St), Ogema Pl & EM Stately St

Project Description

The proposed project will reconfigure approximately 0.24 miles of 18th Ave S between E 24th and E 26th Streets and 0.36 miles of Ogema Place and E.M. Stately Street between Cedar Avenue. Currently, the 18th Ave S corridor segment includes sidewalks on both sides of the street, a one-way traffic lane and two parking lanes. The area along the project corridor includes a range of residential densities including the Little Earth Housing and Urban Development (HUD) subsidized housing complex on the northern portion of the segment, as well as institutions such as daycares, places of worship and Cedar Field Park. Ogema Place and E.M. Stately St include a mix of existing sidewalks and gaps, one-way and two-way traffic, and two parking lanes. The area along this segment of the project corridor includes a range of residential densities such as an urban farm and vacant lots.

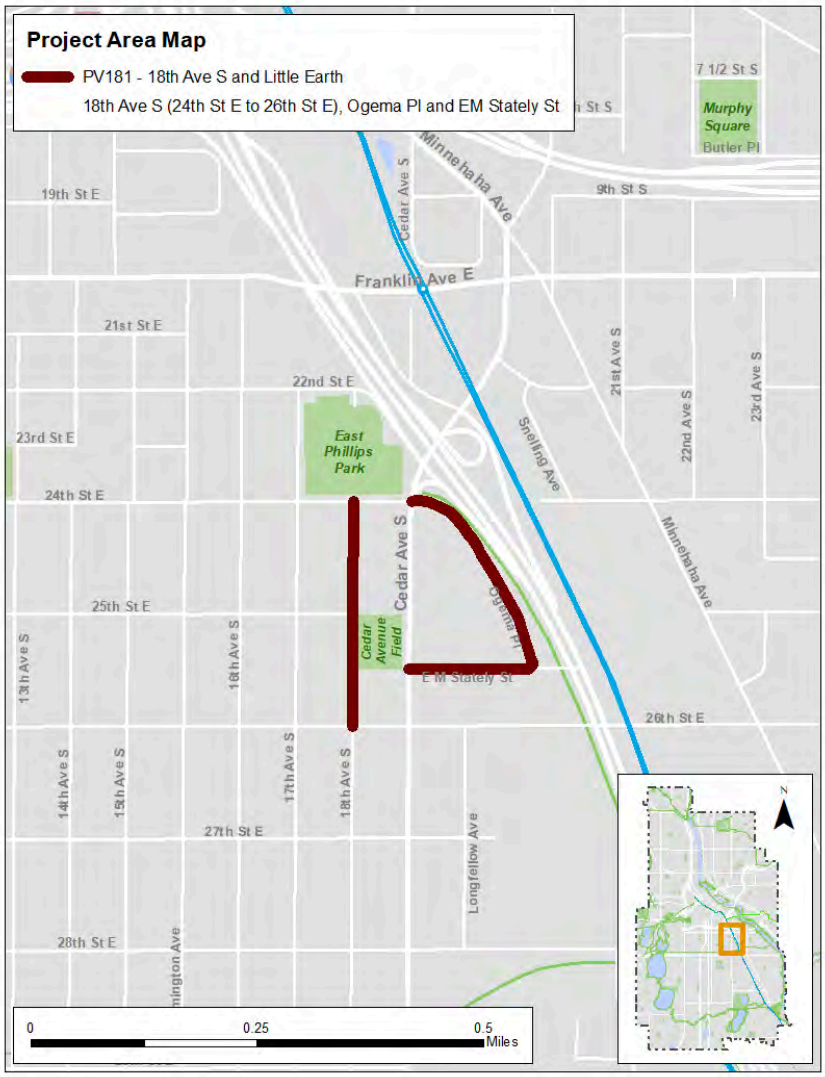
This project will build upon community visioning and engagement that was started in 2021. This included a Transportation Study and the deployment of a demonstration project to interactively engage with residents and explore more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety for people walking, rolling, biking, and driving and will explore green stormwater infrastructure. This area of East Philips neighborhood is high priority for green infrastructure, especially trees and enhanced vegetation. It is designated as the Southside Green Zone, a place-based policy initiative aimed at improving health of low-income, Indigenous and communities of color, which are overburdened by environmental conditions such as traffic and other pollutants. The study will include a summary of recommendations that will inform future budget requests.

Purpose and Justification

In 2020, the East Phillips Neighborhood experienced a persistent increase in crime, speeding, and civil unrest following the death of George Floyd. Led by the Ward 9 Council office, Minneapolis Public Works and other City staff met with residents regularly throughout 2020 to collaborate on changes to the right-of-way that could improve public safety. The resulting actions from these meetings included a project pilot, testing temporary street elements and operational changes to reduce vehicle speed and traffic volumes. Building on this past visioning and community engagement, Public Works is conducting a Transportation Study. A demonstration project was implemented in 2021 to develop a concept and engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety, as well as walking, biking and green infrastructure in an area which serves Little Earth, the only American Native preference community in an urban setting.

The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV181

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$371,000	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$7,594,000	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,965,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$1,991,250	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$5,177,250	$0
GOVER - General Overhead	$0	$0	$0	$0	$0	$796,500	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$0	$0	$0	$0	$0	$7,965,000	$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day. Persistent sidewalk gaps and substandard asset condition as described by the PCI database are considered in evaluating the service level.

On a scale of 1-5, this project has a service level of 3.

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:
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:
Public Works has been working closely with the Little Earth American Native preference community, as well as the broader East Phillips neighborhood.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Transportation

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

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 Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for both pedestrians and bicyclists through the addition of sidewalks where there are existing sidewalk gaps and potential shared use paths on Ogema Pl.

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 between 28.6 feet on Stately St, 33 feet on Ogema Pl, and 32.6 feet on 18th Ave S from 24th to 26th St. Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Ogema Pl are inconsistent and vary depending on location. There are currently sidewalk gaps on Ogema Pl.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2030

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
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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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

East Phillips Neighborhood

- White: 16.7%
- Of Color: 80.2%
  - Black or African American alone: 23.5%
  - American Indian and Alaskan Native alone: 10.4%
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 43.8%

The project corridor is directly adjacent to Little Earth, the only American Native preference community in an urban setting, home to nearly 600 residents, 210 of whom are under the age of 18 and 50, over the age of 55. Collectively, 38% of the people in the neighborhood are youth under 18 years old who rely on walking and biking. The two demographics most represented within 1/4th mile of the project location are American Indian (23%) and Latino (24%). 74% of residents rent compared to 53% citywide. 40% of households in the neighborhood have no vehicle.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 1. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
This project will build upon community visioning and engagement that was started in 2021, which included a Transportation Study and deployment of a demonstration project to interactively engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety for people walking, rolling, biking, and driving, as well as explore green stormwater infrastructure in an area which serves the Little Earth American Native preference community and the broader East Phillips neighborhood. The study will include a summary of recommendations that will inform future budget requests. For more information about the Transportation Study and Demonstration Project, please visit the city's webpage for this effort.

Analysis

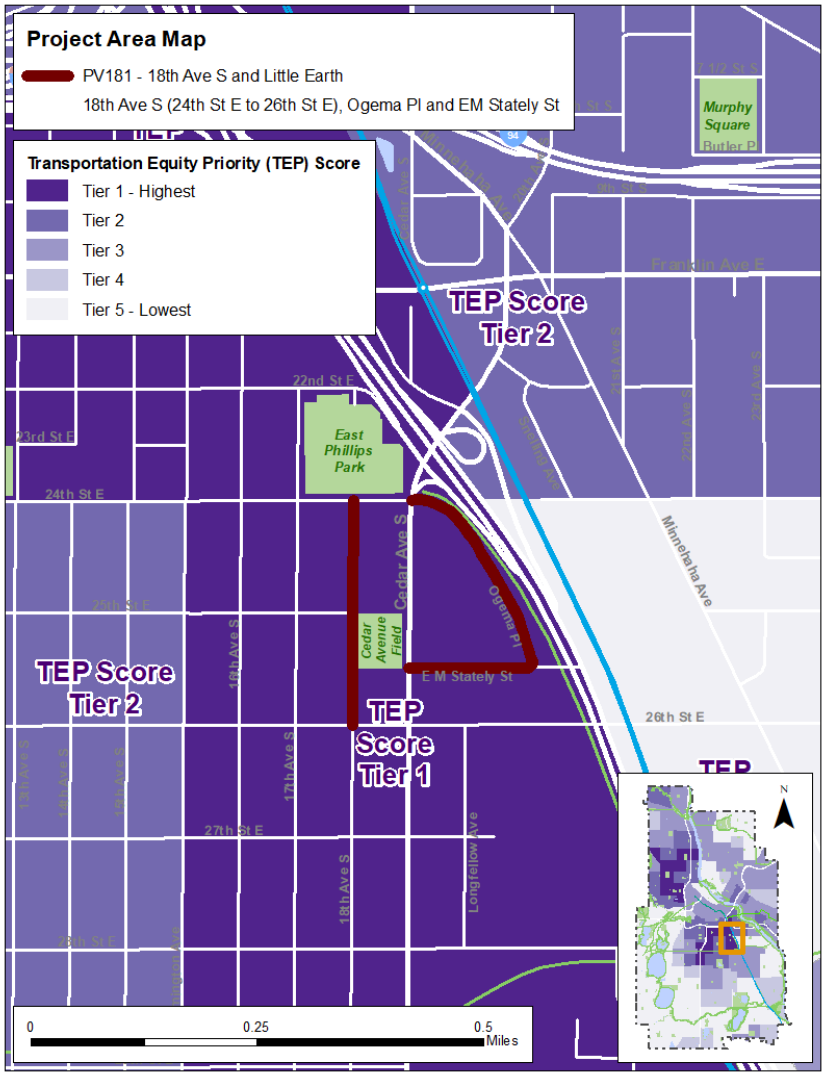
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV182 - Lake at Nicollet Reopening

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 39 of 66
Submitting Agency: Public Works
Contact Person: Kelsey Fogt
Contact Phone Number: (612) 673-3885
Contact Email: kelsey.fogt@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/l
at-nicollet/
Prior year(s) funding amounts: $17,000,000
Total project cost (all years): $26,310,000

Project Location:

City Sector: Southwest
Neighborhood(s) Located: Whittier, Lyndale
Ward(s) Located: 8, 10
Description of Location: Nicollet Ave (Lake St to Cecil Newman Lane) and Cecil Newman Lane (1st Ave S to Nicollet Ave S)

Project Description

The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane from Nicollet Ave to 1st Ave, and relocate the existing Midtown Greenway ramp from Nicollet Ave to 1st Ave. Currently, the Nicollet Ave corridor contains no roadway as it was developed into the former Kmart. Public Works is coordinating closely with CPED on redevelopment plans for the 10-acre site. The Lake at Nicollet project is a reconstruction project involving the re-establishing the Nicollet Avenue right-of-way and reconstructing Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane from 1st Ave to Nicollet Ave, and relocating the existing Midtown Greenway ramp from Nicollet Ave to 1st Ave, and will include new sidewalks, ADA compliant 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

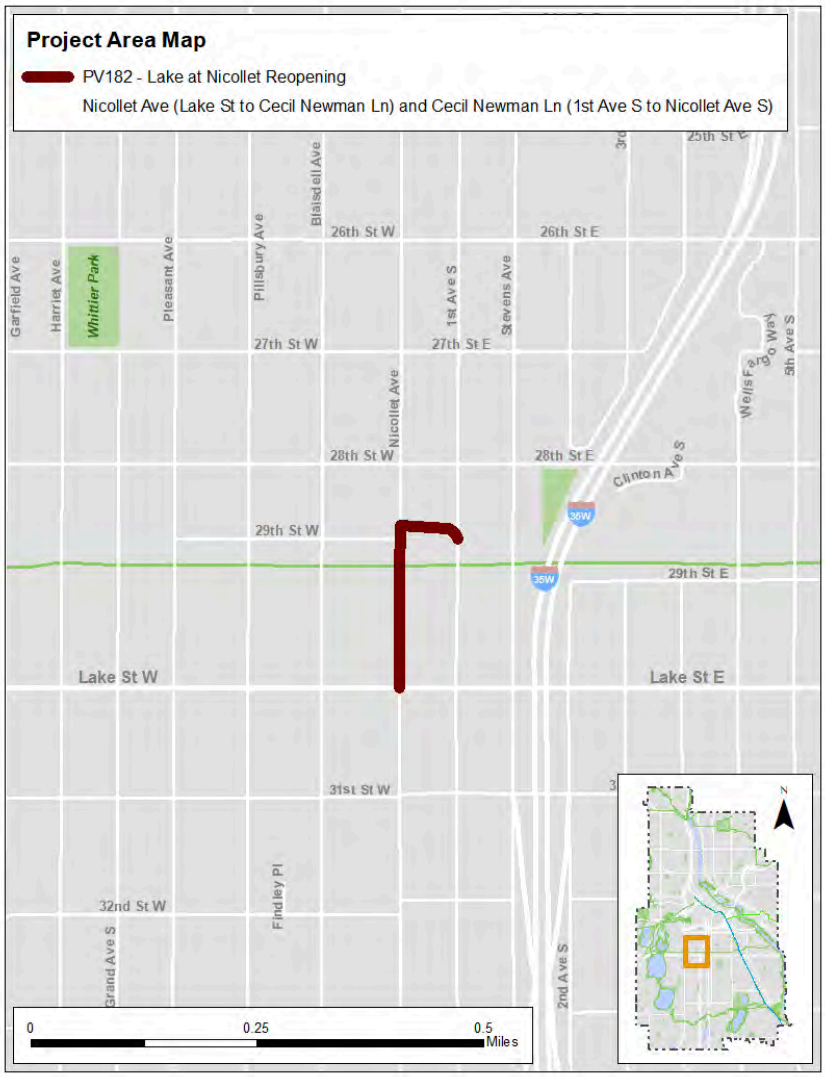
In 1973, the City purchased two full city blocks (10 acres) between what is now the Midtown Greenway rail trench to Lake St and 1st Ave to Blaisdell Ave in the interest of revitalizing the area. The area, in their eyes, had too much vacancy and crime that the only solution was to clear the entire ten acres. The City sold the property three years later to a real estate owner who leased several properties across the country for Kmart stores. Before opening in 1978, Kmart secured a 75-year lease with the real estate owner. In selling the site, the City knowingly made the decision to close the street because one of Kmart's requirements for opening at the location included closing Nicollet Ave and constructing a large surface parking lot in front of a new building. It did not take long before the

City realized the mistake. Twenty-two years after selling, in 1998, the City Council approved the formation of a Nicollet-Lake Task Force to examine reopening Nicollet Ave at Lake St and again redeveloping the intersection. The City of Minneapolis is now embarking on redeveloping that same 10-acre site and re-connecting Nicollet Ave at the western end of the East Lake St Cultural District.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Lane and Lake Street. Adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as a High Injury Street and have received recent safety improvements; improvements for this project will continue to be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

The city is using value capture district funds for this project as it directly impacts the Nicollet Avenue corridor and promotes multi-modal travel in alignment with city goals and policies. Value capture district funds are able to be used in a specific geographical area and as such cannot be redistributed to other Public Works projects.

Project Visuals and Map



Project Funding and Cost Breakdown

PV182

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301009 - Value Capture	$0	$4,888,000	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$3,996,000	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$426,000	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
384501 - Transfer Fr Other Cap Proj Fds	$17,000,000	$0	$0	$0	$0	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$17,000,000**	**$9,310,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$4,250,000	$2,327,500	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$11,050,000	$6,051,500	$0	$0	$0	$0	$0
GOVER - General Overhead	$1,700,000	$931,000	$0	$0	$0	$0	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
EXPENSES	$17,000,000	$9,310,000	$0	$0	$0	$0	$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Nicollet Avenue between Lake Street and Cecil Newman Lane does not currently exist so there is no asset to be evaluated. Cecil Newman Lane PCI is poor. The current NBI bridge condition rating for the Nicollet Ave bridge over the Midtown Greenway is listed as Structurally Deficient.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt. Additionally, the project complies with Chapter 138 requirements for historic review.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane between 1st Ave and Nicollet Ave, and relocate the existing Midtown Greenway ramp from Nicollet Ave to 1st Ave. Currently, the Nicollet Ave corridor contains no roadway as it was developed into the former Kmart. In coordination with CPED, Public Works is evaluating the redevelopment potential of the 10-acre site. The project is a reconstruction project re-establishing Nicollet Avenue between Lake Street and Cecil Newman Lane and reconstructing Nicollet Avenue Bridge over the Midtown Greenway and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also

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:
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 CPED, Hennepin County, Metro Transit, Minneapolis Parks and Recreation Board and community partners with a vested interest in the redevelopment of this intersection. Collaboration with partners will focus on connections to public transportation, access to safe walking and bike paths and establishing new park space on the site.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
This project received $400,000 in public art funding, which will be installed in the Nicollet Ave right of way.

include signal improvements, new signage, and new pavement markings, as needed.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Lane and Lake Street. Adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as High Injury Streets and have received recent improvements; improvements for this project will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. Nicollet Avenue needs improvements to complement future plans for site redevelopment.

On a scale of 1-5, this project has a service level between 1 and 2.

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:
See below.

Does the project support redevelopment opportunity that without the project would be infeasible?
Without this project, redevelopment and access to the site would be significantly diminished. The improvements to Nicollet Avenue and the construction of a new bridge over the Midtown Greenway will support a transformative investment for the site 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.
This corridor is served by Metro Transit Routes 18 & 21, both of which are high frequency local service routes. The B Line BRT will serve Lake Street in front of the project site and is served by BRT stations that were completed in 2021 as a part of the Lake Street Reconstruction project. The project will improve and prioritize the transit speed and reliability by providing direct service through the site rather than routing the Route 18 on Blaisdell and 1st Avenues. Public Works and Hennepin County are exploring options to support future connections to transit service in the Midtown Greenway.

Improvements will prioritize re-establishing a high-quality pedestrian connection by breaking up the superblock and providing sidewalks, boulevards, street lighting, trees, and green stormwater infrastructure.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, the project will improve facilities for both pedestrians and bicyclists through a reimagined Nicollet Ave that would prioritize safety, comfort, accessibility, and equity. The project will include relocating and rebuilding the existing ramp to the Midtown Greenway as an ADA-compliant ramp from 1st Avenue to improve connections to the Midtown Greenway, and better support multimodal access at the nexus of the Orange Line BRT, B Line BRT, and a planned transitway along Nicollet Avenue.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities bicycle network
- Transit Priority Projects
- Truck Route Network

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 city currently owns the entire site and developed a conceptual layout for this project to balance redevelopment potential with right-of-way needs and connections to existing infrastructure.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See above.

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:
Design is underway with initial construction anticipated to begin in 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid; this is a requirement for bids to be successfully awarded. For projects, if funding is reduced, less work can occur.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier Neighborhood

- White: 52.8%
- Of Color: 44.0%
  - Black or African American alone: 23.3%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 3.5%
  - Other alone: Suppressed
  - Two or more races alone: 5.7%
- Hispanic or Latino (of any race): 13.6%

Lyndale Neighborhood

- White: 57.4%
- Of Color: 34.0%
  - Black or African American alone: 21.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 1.8%
  - Other alone: Suppressed
  - Two or more races alone: 3.5%
- Hispanic or Latino (of any race): 17.1%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
In November of 2021 city staff presented a project work plan to City Council for the redevelopment of the Former Kmart and New Nicollet Project. This presentation included a public engagement framework for the project to describe in broad terms how the City will engage the public in influencing the outstanding questions about the new street and future development. A full copy of the staff report can be found here.

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

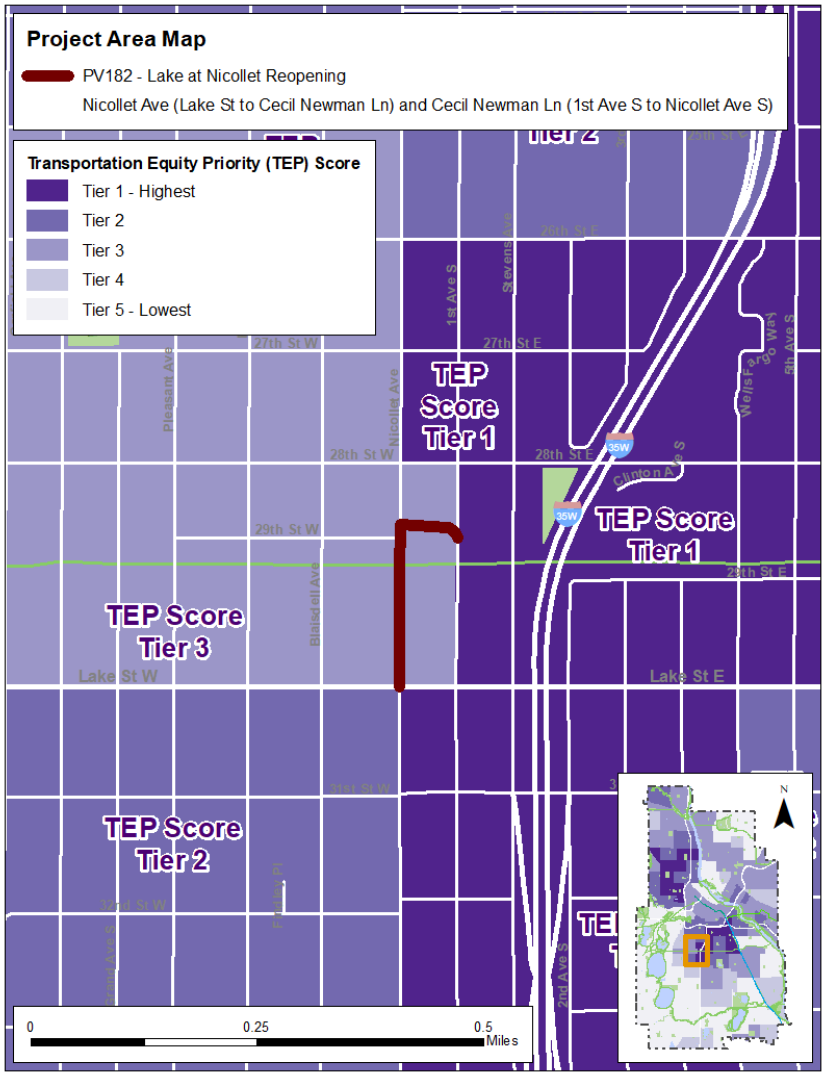
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV183 - 1st Ave N

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 49 of 66
Submitting Agency: Public Works
Contact Person: Luke Hanson
Contact Phone Number: (612)875-7237
Contact Email: luke.hanson@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/1ave-washington-ave-8th-st/
Prior year(s) funding amounts: $0
Total project cost (all years): $28,358,000

Project Location:

City Sector: Downtown
Neighborhood(s) Located: North Loop, Downtown West
Ward(s) Located: 3, 7
Description of Location: 1st Ave N (Washington Avenue to 8th Street N)

Project Description

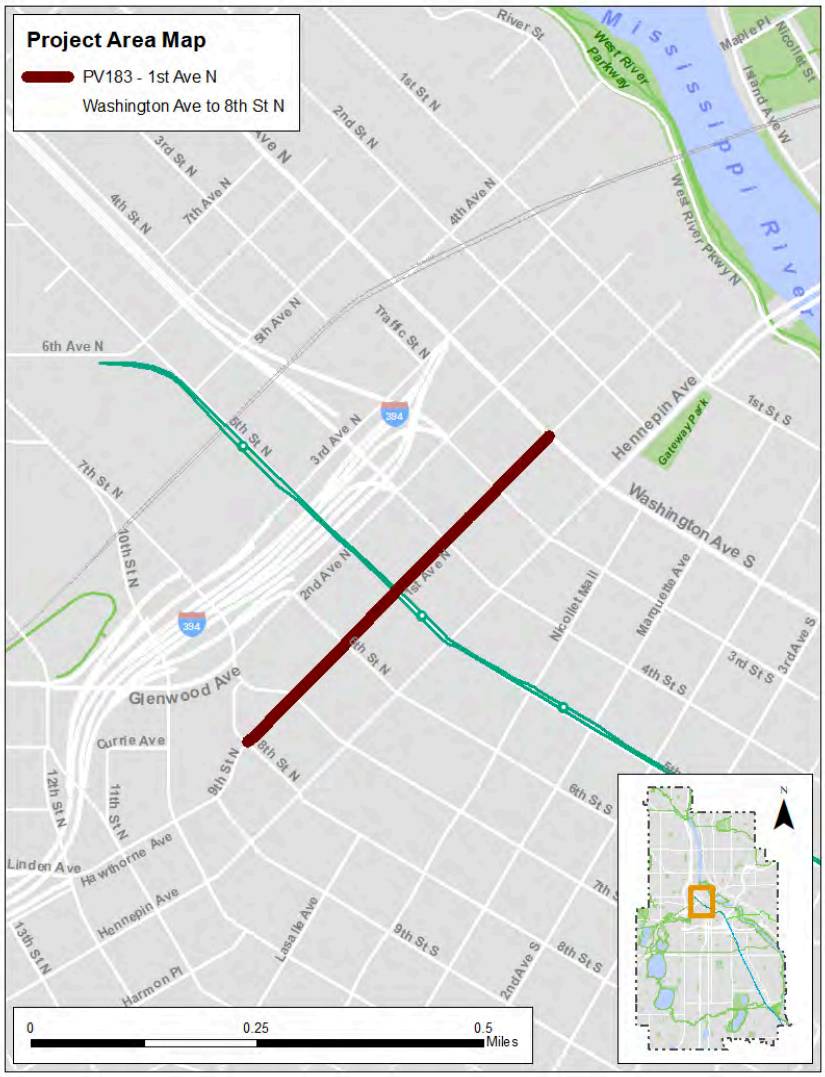
The proposed project will reconstruct approximately 0.5 miles of 1st Avenue N between Washington Avenue and 8th Street N. Currently, the corridor includes two travel lanes, standard bike lanes, and on-street parking on each side. The area along the project corridor primarily serves the Downtown entertainment industry including live music venues, restaurants, bars, retail, and the Target Center. The project will focus on improving the pedestrian realm by expanding the sidewalks and incorporating safer street crossings. This project involves the entire right-of-way and will include improved sidewalks, ADA compliant pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, green stormwater infrastructure, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in “fair” to “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 1,903-6,375 people walking, 277-629 people biking, and 16,214-29,240 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and evening crowds for

people visiting restaurants and bars. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV183

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$2,000,000	$0	$0	$0
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0	$0
321513 - Other Minnesota Grantor Agency	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$8,000,000	$4,400,000	$0	$0
365000 - Special Assessments	$0	$0	$0	$1,714,000	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$4,570,000	$6,000,000	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$1,674,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$17,958,000**	**$10,400,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$4,489,500	$2,600,000	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$11,672,700	$6,760,000	$0	$0
GOVER - General Overhead	$0	$0	$0	$1,795,800	$1,040,000	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$17,958,000**	**$10,400,000**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While, poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in “fair” to “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 1,903-6,375 people walking, 277-629 people biking, and 16,214-29,240 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Public Works was awarded $2,000,000 for pedestrian improvements through the Metropolitan Council’s Regional Solicitation process as part of the larger reconstruction project. Additionally, project has also applied for the US Department of Transportation's (USDOT) 2025 Better Utilizing Investments to Leverage Development (BUILD) grant program (awaiting decision).

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

evening crowds for people visiting restaurants and bars. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
There are various transit routes that intersect with the project corridor. These include frequent local bus routes 3, 5, 14, 22; all day express bus routes 94, and 852; METRO Green and Blue lines; and three METRO bus rapid transit routes (Lines C, D, and forthcoming E). 1st Ave N is located along the Pedestrian Priority Network in the Transportation Action Plan (TAP). The project will improve the transit experience by providing improved access to transit stops along and adjacent to the corridor and enhance the pedestrian realm by enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The TAP defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network

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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See above

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:
Engagement is underway.

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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

North Loop

- White: 70.1%
- Of Color: 25.9%
  - Black or African American alone: 9.7%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 8.4%
  - Other alone: Suppressed
  - Two or more races alone: 3.0%
- Hispanic or Latino (of any race): 8.0%

Downtown West

- White: 63.0%
- Of Color: 34.3%
  - Black or African American alone: 15.2%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 10.2%
  - Other alone: Suppressed
  - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 6.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2

spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

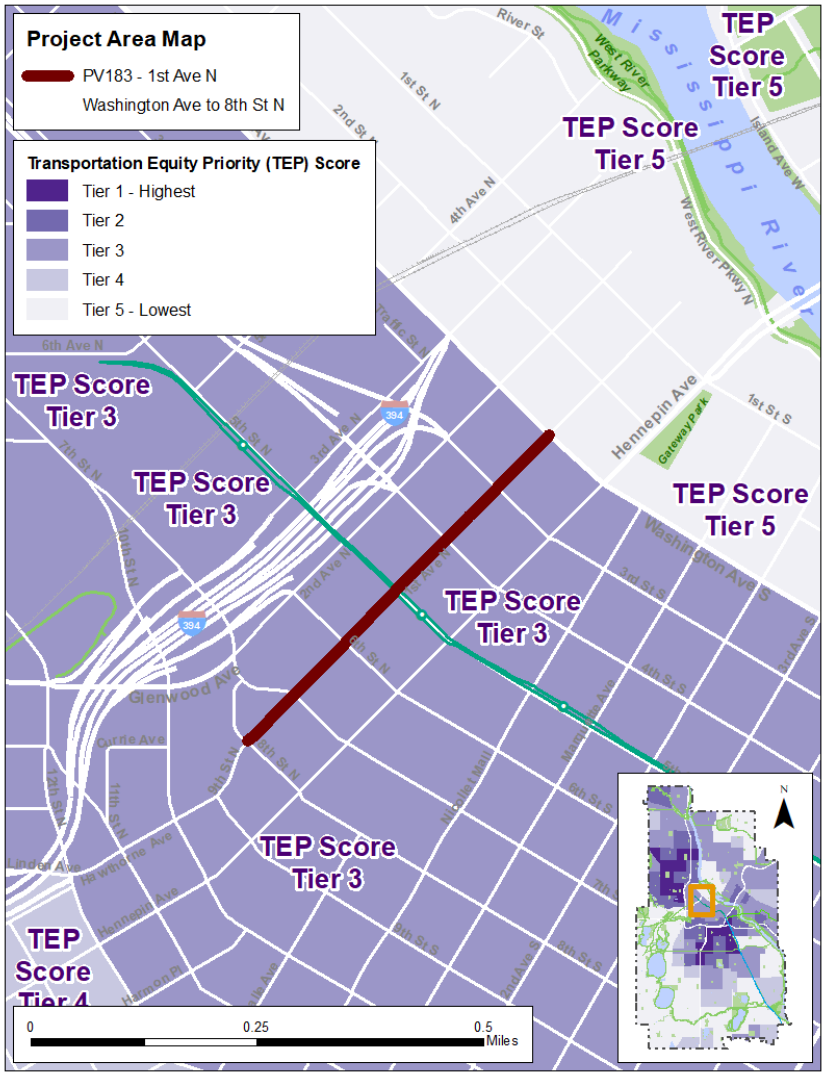
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

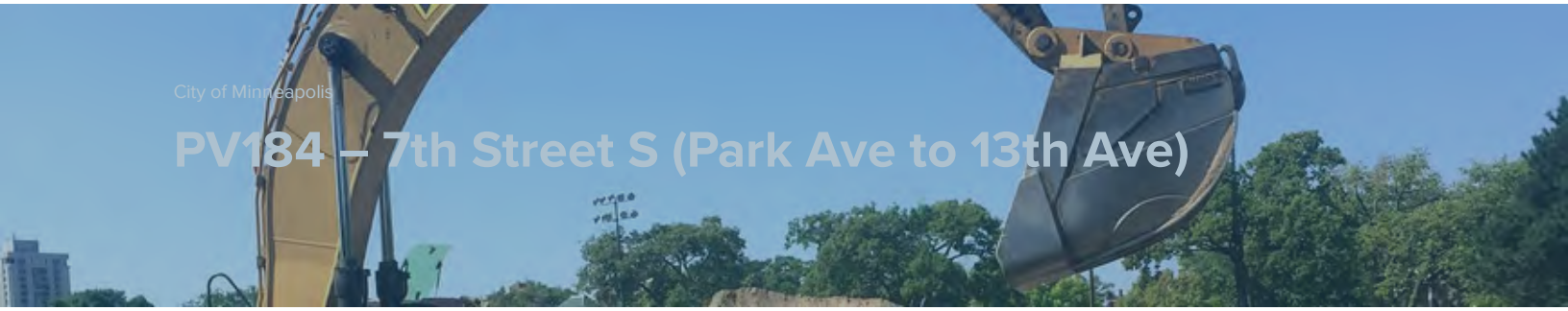
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.



City of Minneapolis

PV184 – 7th Street S (Park Ave to 13th Ave)

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 46 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 283-2097
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $16,177,000

Project Location:

City Sector: Downtown
Neighborhood(s) Located: Downtown East
Ward(s) Located: 6
Description of Location: 7th St S (13th Ave S to Park Ave S)

Project Description

The reconstruction of 7th Street South between 13th Ave S and Park Avenue is planned for 2029. This is a critical street that serves an important role as a direct connection from I-94 westbound to US Bank Stadium, Hennepin Healthcare (f/k/a HCMC), North Central College, and all other residential, employment, and entertainment destinations downtown.

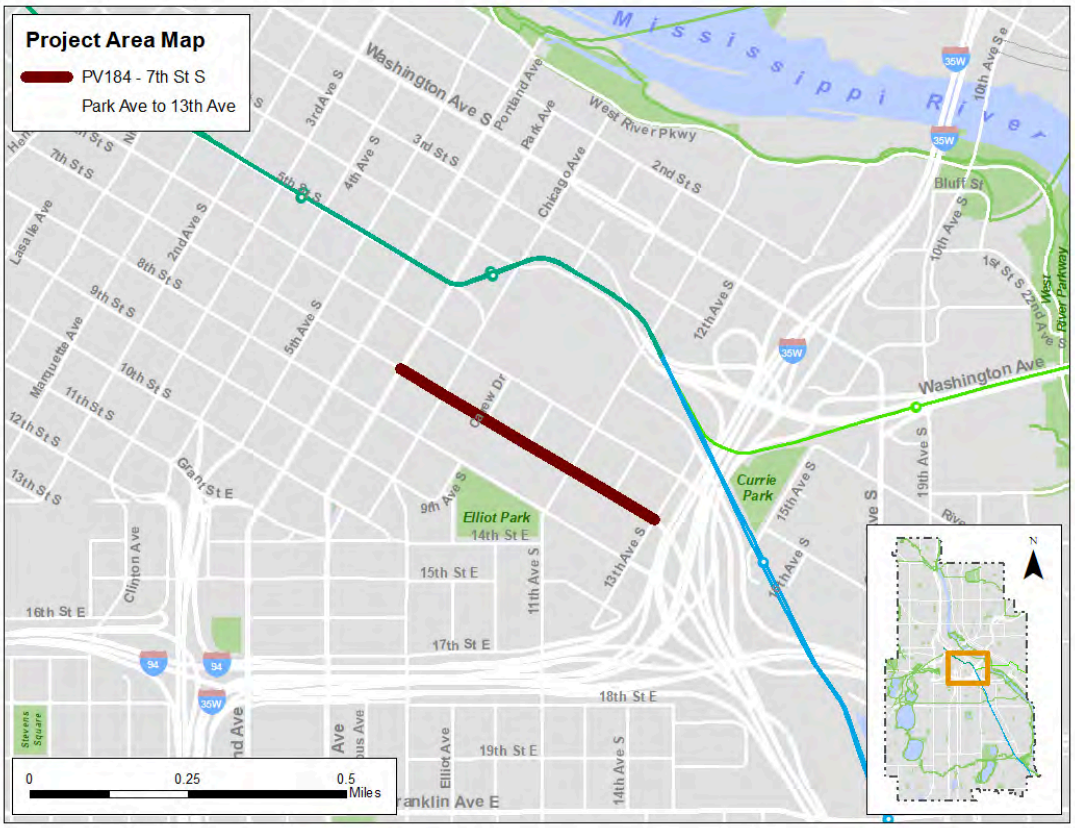
Existing conditions on the corridor include deteriorating roadway (PCI ranging from 28-34), three lanes of travel plus parking on one or both sides (depending on the block) and sidewalk on both sides of the street. Land use adjacent to the corridor is primarily institutional (hospital, college, religious) with some commercial. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, and the repurposing of lanes. This could include a lane that permits parking during the day but not during peak travel periods, and another lane that is generally bus only with the potential to accommodate event traffic at US Bank Stadium. Green stormwater infrastructure is a requirement for roadway reconstruction projects of this type in the City of Minneapolis to assist in infiltration. The project will also include signal improvements, new signage, and new pavement markings, as needed.

This work ties in to the existing bus only lane that begins on 7th St S at Chicago Ave to serve the METRO C and D Lines, and extends the bus only lane further to the east to serve existing Route 94 and express routes from the east, for a total of 110 buses per day. Transit shelters and other transit accommodations will be included.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street South from Park to Chicago and 11th to 13th was built in 1953 and from Chicago to 11th was built in 1967. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, 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 110 people walking, 100 to 150 people biking, 15 bus routes with 110 trips per day, and 7,335 cars and trucks per day. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV184

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$7,000,000	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$6,000,000	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$788,000	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$2,389,000	$0	$0
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$16,177,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$4,044,250	$0	$0
CONSTC - Construction Costs	$0	$0	$0	$0	$10,515,050	$0	$0
GOVER - General Overhead	$0	$0	$0	$0	$1,617,700	$0	$0
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$16,177,000**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street South from Park to Chicago and 11^{th} to 13^{th} was built in 1953 and from Chicago to 11^{th} was built in 1967. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, 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 110 people walking, 100 to 150 people biking, 15 bus routes with 110 trips per day, and 7,335 cars and trucks

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:

The City was awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of $7,000,000 dollars was requested for the year 2029.

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable

per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 corridor is served by Metro Transit route 113, 114, 14, 353, 363, 465, 475, 784, 789, 9, 901, 923, 924, 94, and 945. The corridor feeds directly into the C and D Lines. 7th Street South is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan and is on the Pedestrian Priority Network as well. 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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2029

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:
See above.

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 approximately 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:
Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown East

- White: 63.4%
- Of Color: 35.2%
  - Black or African American alone: 19.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 6.5%
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
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During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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This project is in, or borders, Census tracts with TEP scores in tiers 2 and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

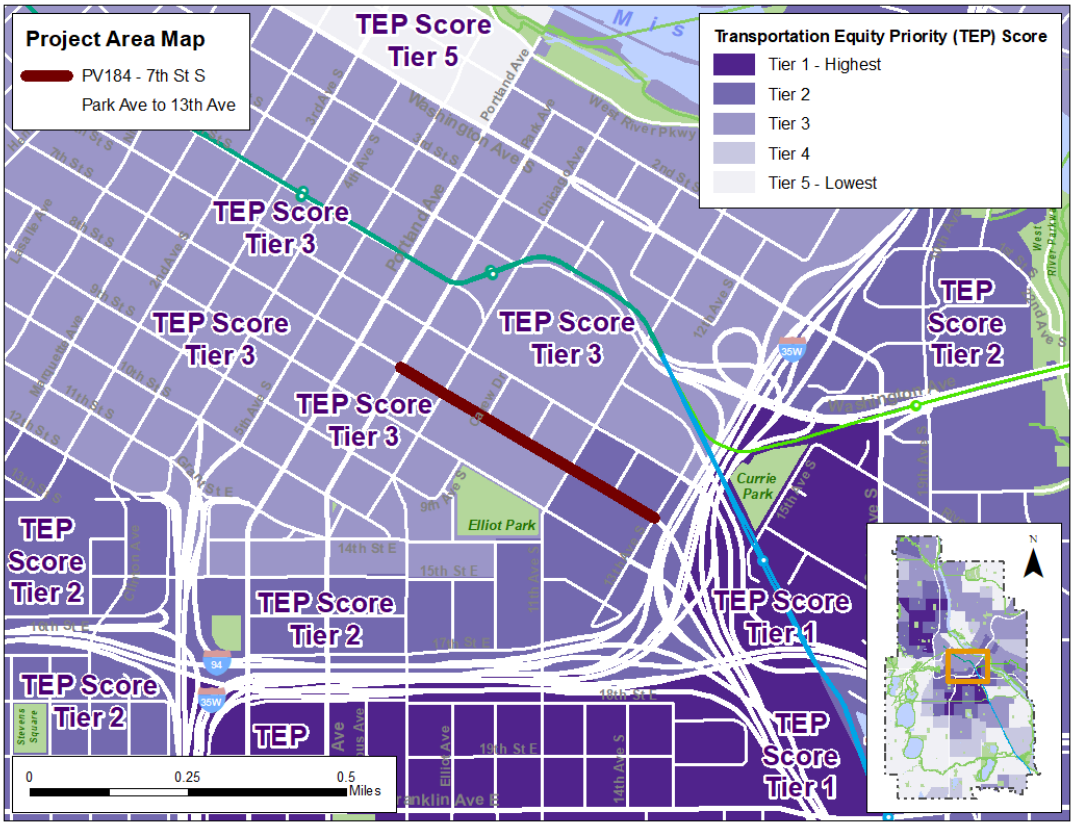
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

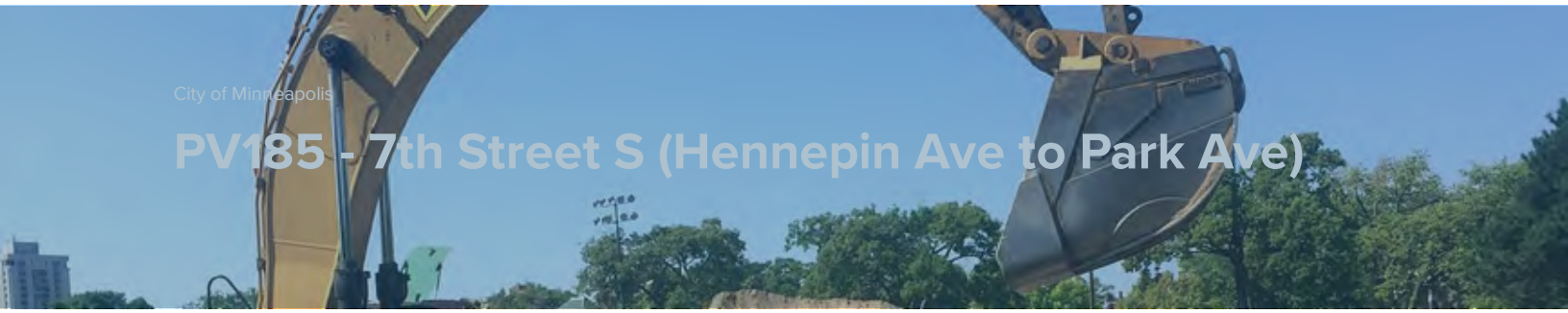
The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable



City of Minneapolis

PV185 - 7th Street S (Hennepin Ave to Park Ave)

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 58 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $27,502,000

Project Location:

Address:
City Sector: Downtown
Neighborhood(s) Located: Downtown West, Elliot Park
Ward(s) Located: 7, 6
Description of Location: 7th Street S (Hennepin Ave to Park Ave)

Project Description

The proposed project will reconstruct approximately .68 miles of 7th St S between Hennepin Ave and Park Ave. The street serves Hennepin Health (f/k/a Hennepin County Medical Center), the Hennepin County Government Center, and various offices, hotels, entertainment, and residential uses. Existing conditions along the corridor include sidewalk on both sides of the street and three travel lanes in one direction. Land use adjacent to the corridor is a mix of commercial, public services, and residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved 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 road currently includes an existing bus only lane that begins on 7th St S at Chicago Ave to serve the METRO C and D Lines and several other local and express routes, including the future Gold Line Extension.

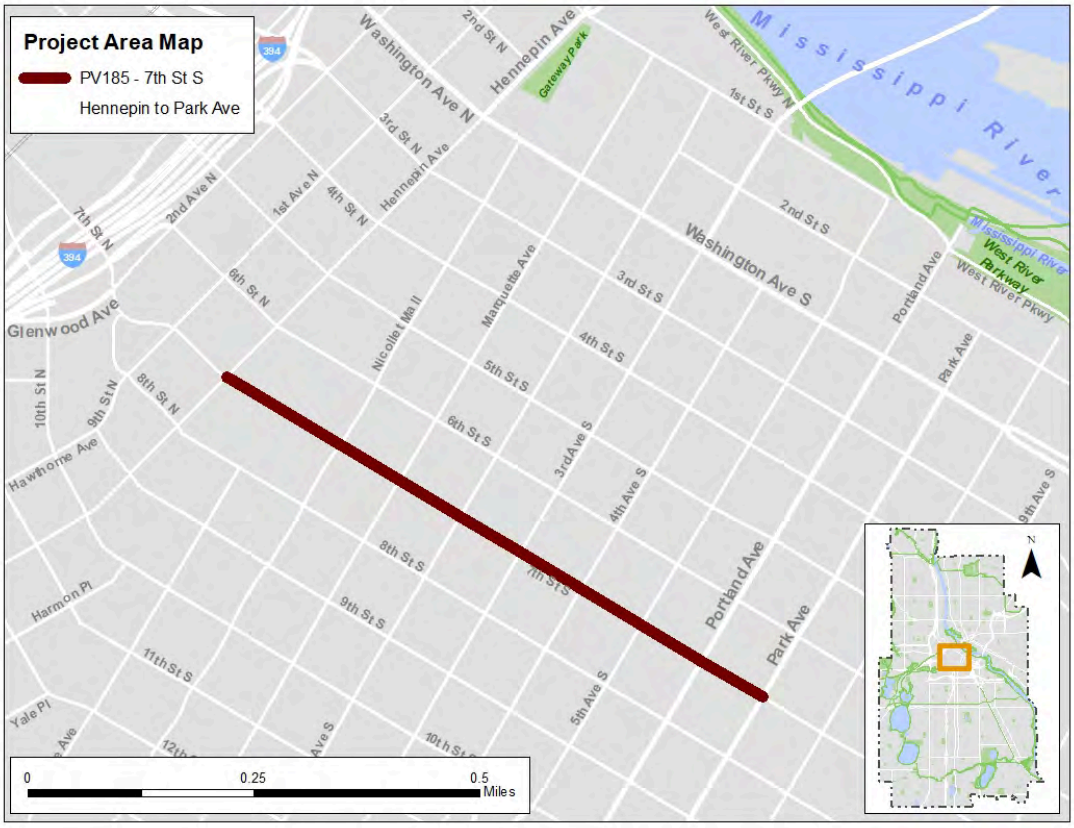
Purpose and Justification

The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, 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 110 people walking, 100 to 150 people biking, 15 bus routes with 110 trips per day, and 7,335 cars and trucks per

day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PV185

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$1,033,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$5,000,000
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$21,469,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$27,502,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$6,875,500
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$17,876,300
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$2,750,200
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$27,502,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

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 and MnDOT specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Transportation

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

No. 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.

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 94, 755, 764, 9 and the METRO C and D Line and future Gold Line Extension BRT routes. 7th Street South is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan. The 7th Street North corridor is also on Pedestrian Priority Network (PPN) as well. 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.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority 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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

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

Not Applicable.

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

2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:

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 approximately 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:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- - Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
  - Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown West Neighborhood

- White: 63.0%
- Of Color: 34.3%
  - Black or African American alone: 15.2%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 10.2%
  - Other alone: Suppressed
  - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 6.2%

Elliot Park Neighborhood

- White: 57.9%
- Of Color: 40.7%
  - Black or African American alone: 25.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 5.7%
  - Other alone: Suppressed
  - Two or more races alone: 3.3%
- Hispanic or Latino (of any race): 5.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
1. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
1. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.

1. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
1. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
1. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
1. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
1. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.
This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

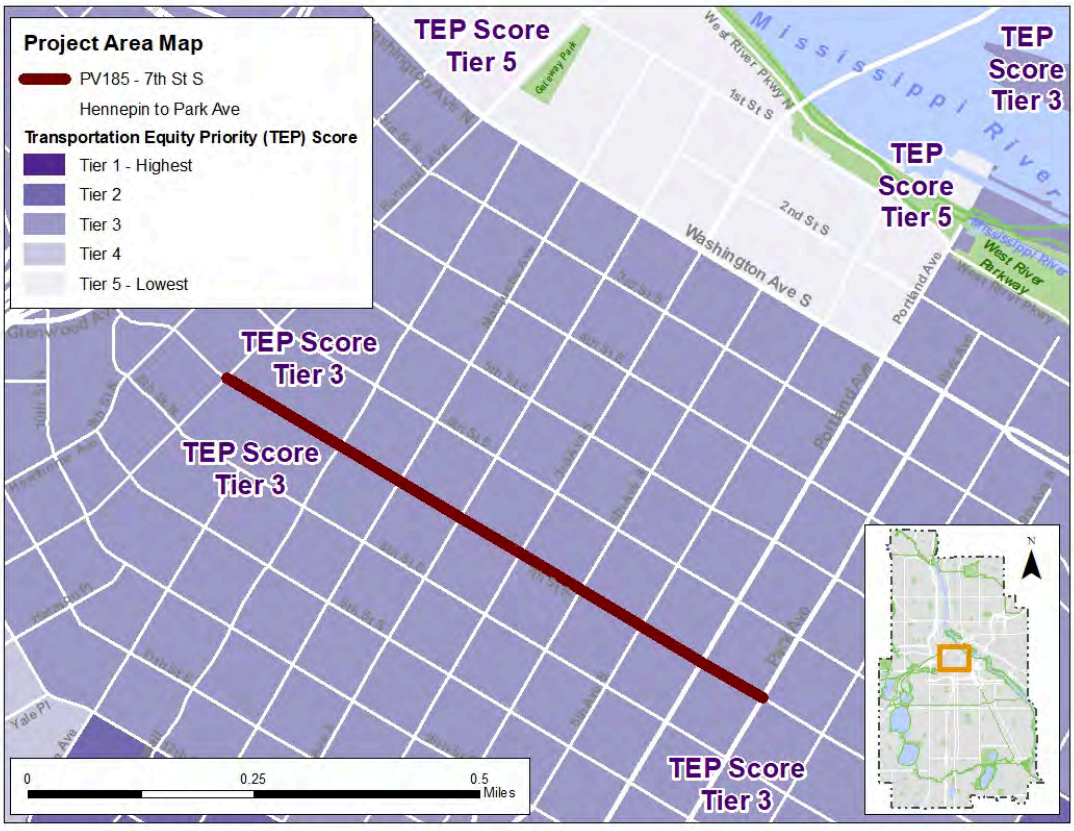
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
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- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer

options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority Map





City of Minneapolis

PV186 - 8th Street S (Chicago Ave to 13th Ave S)

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 61 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $10,697,000

Project Location:

Address:
City Sector: Downtown
Neighborhood(s) Located: Elliot Park
Ward(s) Located: 6
Description of Location: 8th Street S (Chicago Ave to 13th Ave S)

Project Description

The proposed project will reconstruct approximately 0.38 miles of 8th Street S between Chicago Ave and 13th Ave S. The street serves destinations like Hennepin Healthcare (f/k/a Hennepin County Medical Center), places of worship, and Elliot Park. Existing conditions along the corridor include sidewalk on both sides of the street and three travel lanes in one direction. Land use adjacent to the corridor is a mix of commercial, institutional, and residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved 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 street serves the METRO C and D Lines and several other local and express routes, including the future Gold Line Extension.

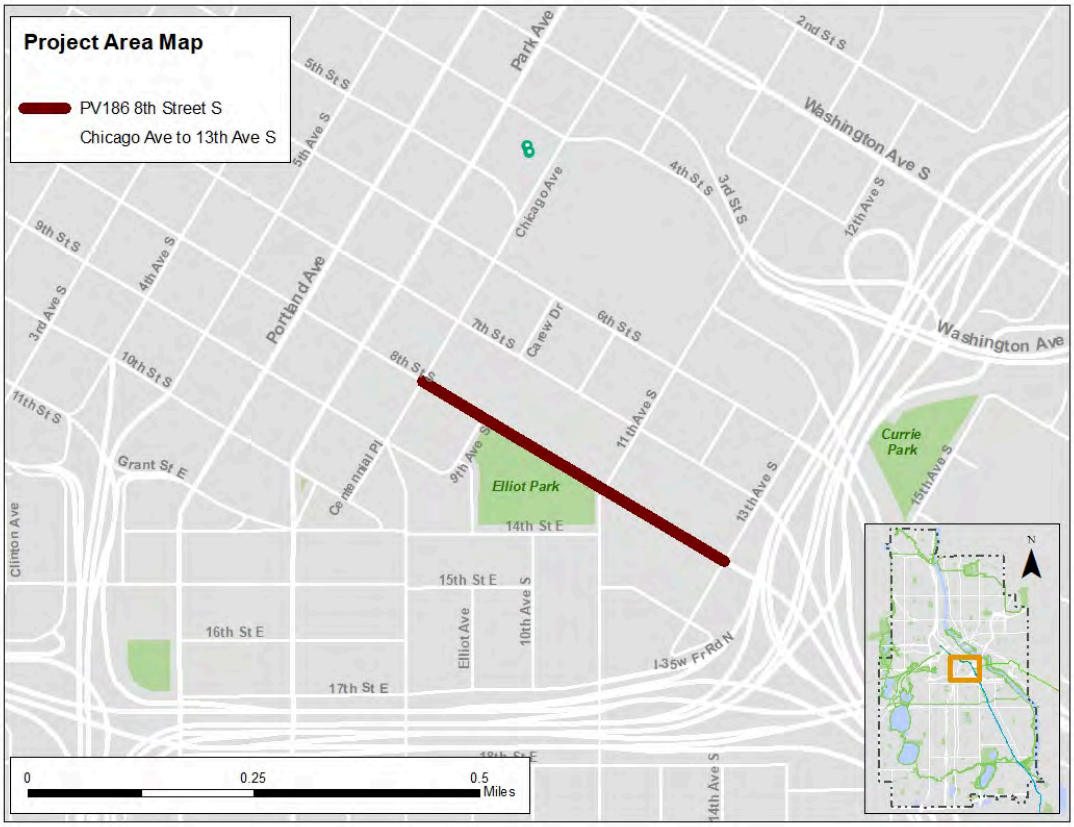
Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This street was identified in the

City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PV186

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$521,000
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$5,000,000
387301 - Transfer Fr Storm Sewer 07300	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$5,176,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,697,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$2,674,250
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$6,953,050
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$1,069,700
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,697,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

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:

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 specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

On a scale of 1-5, this project has a service level of 4.

Economic Development

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

No. 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 5, 9, 22, 755, and the METRO C and D Line BRT routes, and the future Gold Line Extension BRT. 8th Street S is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan. It is also on Pedestrian Priority Network (PPN) as well. 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.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- Truck Route Network
- Transit Priority 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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

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

Not Applicable.

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

2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:

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 approximately 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:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Elliot Park Neighborhood

- White: 57.9%
- Of Color: 40.7%
  - Black or African American alone: 25.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 5.7%
  - Other alone: Suppressed
  - Two or more races alone: 3.3%
- Hispanic or Latino (of any race): 5.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
1. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
1. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
1. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
1. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

1. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
1. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
1. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.
This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many

projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

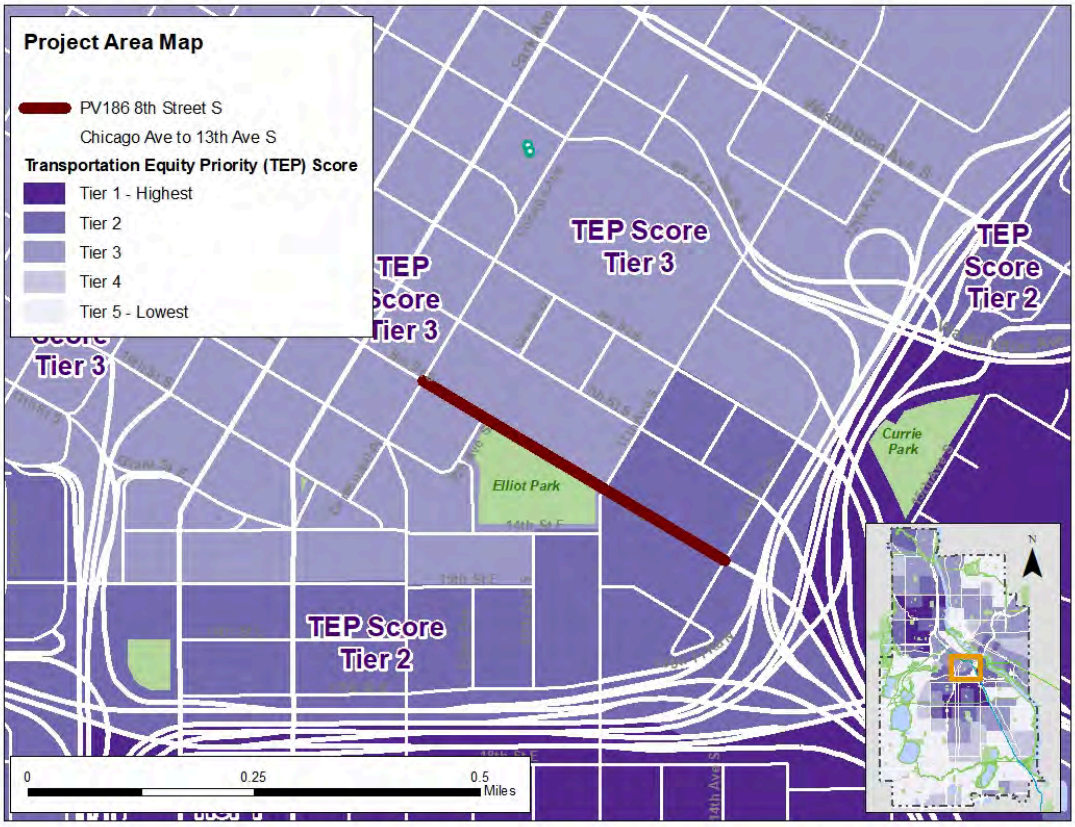
How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

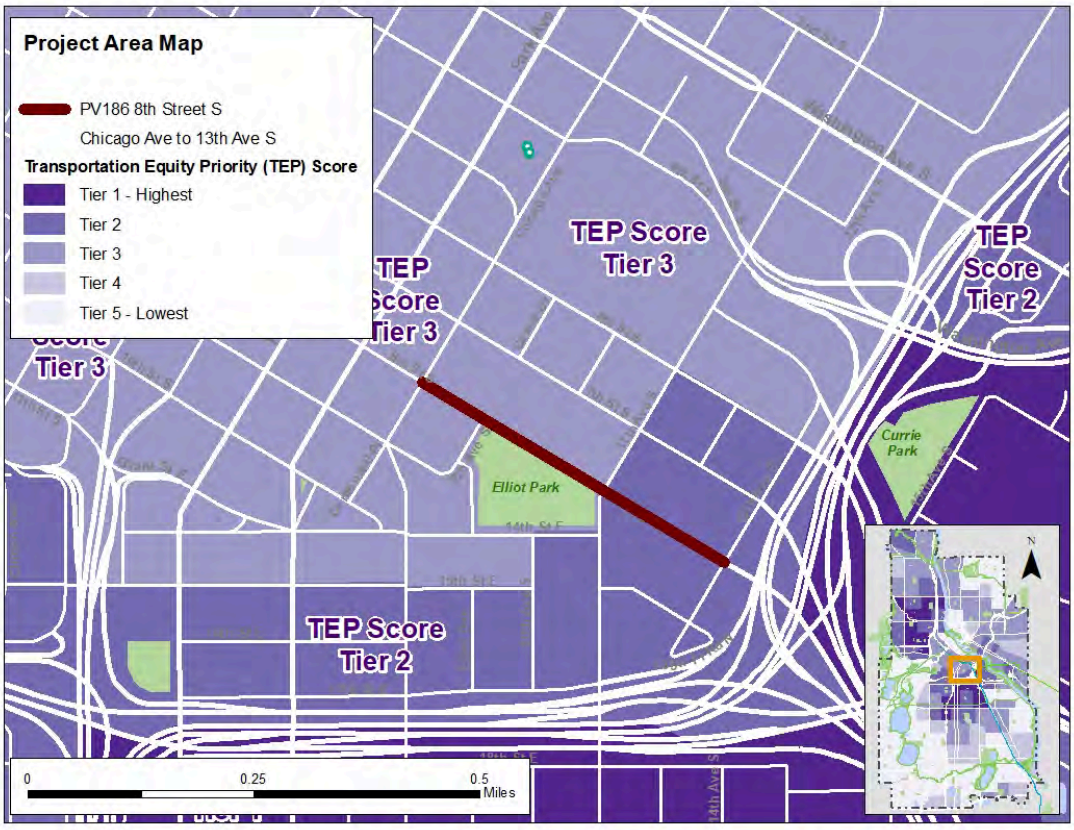
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

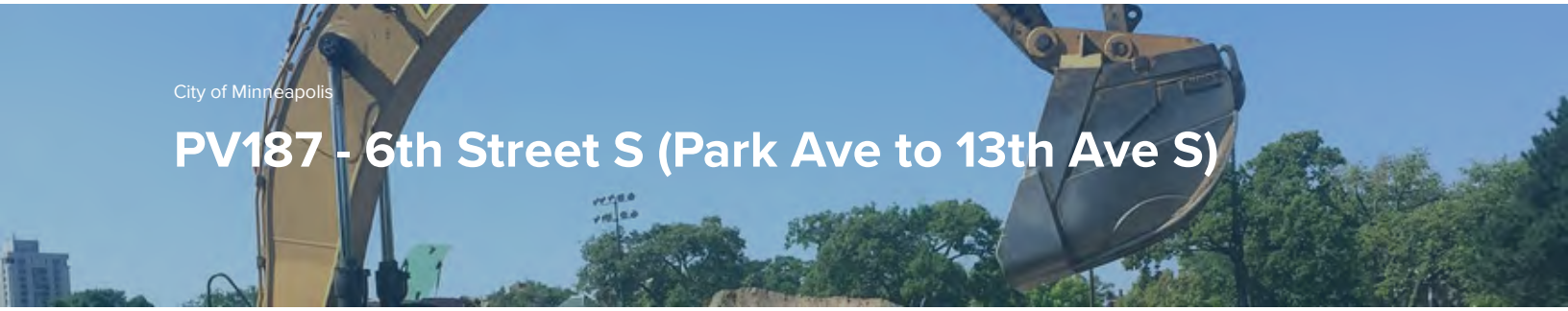


Transportation Equity Priority Map



Additional Information

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



City of Minneapolis

PV187 - 6th Street S (Park Ave to 13th Ave S)

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 59 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) funding amounts: $0
Total project cost (all years): $17,505,000

Project Location:

Address:
City Sector: Downtown
Neighborhood(s) Located: Elliot Park
Ward(s) Located: 6
Description of Location: 6th Street S (Park Ave to 13th Ave S)

Project Description

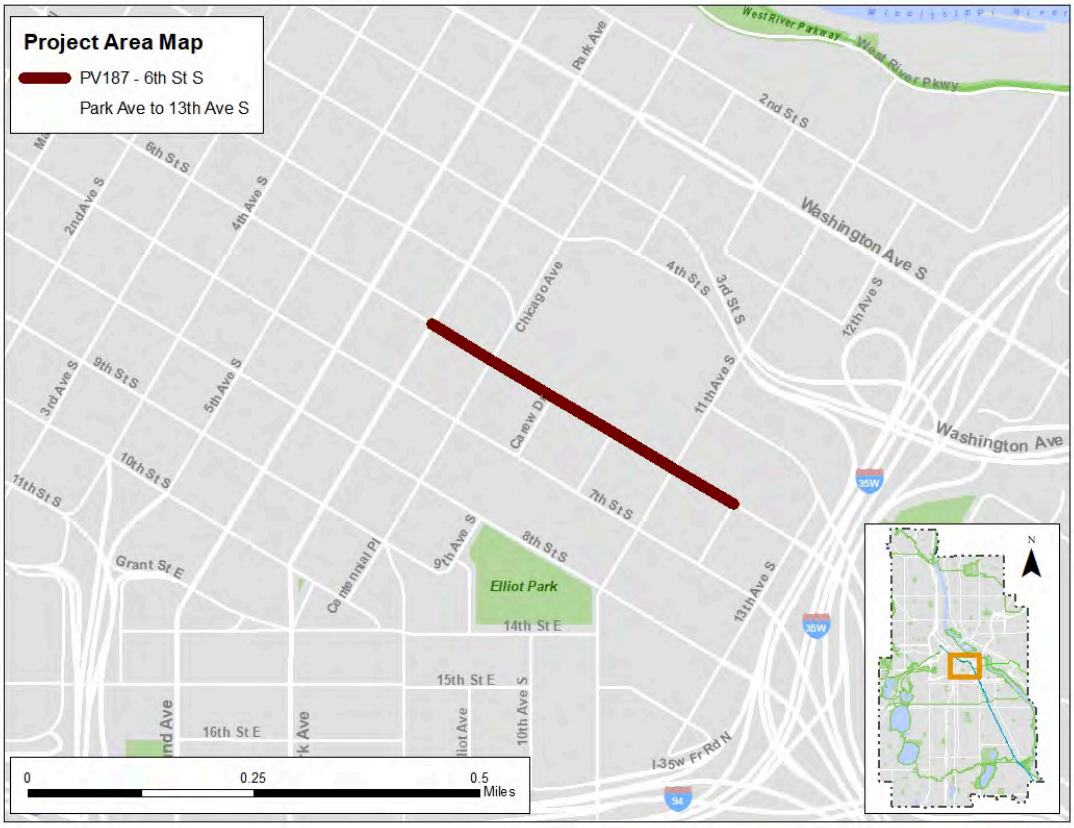
The proposed project will reconstruct approximately 0.39 miles of 6th St S between Park Ave to 13th Ave S. Land uses along this corridor include US Bank Stadium, office, institutional, places of worship, and residential. Existing conditions along the corridor include sidewalk on both sides of the street, three eastbound travel lanes and one westbound travel lane. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved 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

The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PV187

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
365000 - Special Assessments	$0	$0	$0	$0	$0	$617,000
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$16,888,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,505,000**
Expenses						
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$4,376,250
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$11,378,250
GOVER - General Overhead	$0	$0	$0	$0	$0	$1,750,500
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,505,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and 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 traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress

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:

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 specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

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

No. 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 14, 94, 355, and 363 routes. 6th Street S is identified as a future Transit Priority Corridor in the Transportation Action Plan. It is also on Pedestrian Priority Network (PPN) as well. 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.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- Truck Route Network
- Transit Priority 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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

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

Not Applicable.

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

2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:

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 approximately 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:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Elliot Park Neighborhood

- White: 57.9%
- Of Color: 40.7%
  - Black or African American alone: 25.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 5.7%
  - Other alone: Suppressed
  - Two or more races alone: 3.3%
- Hispanic or Latino (of any race): 5.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
1. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
1. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
1. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
1. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

1. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
1. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
1. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial

Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

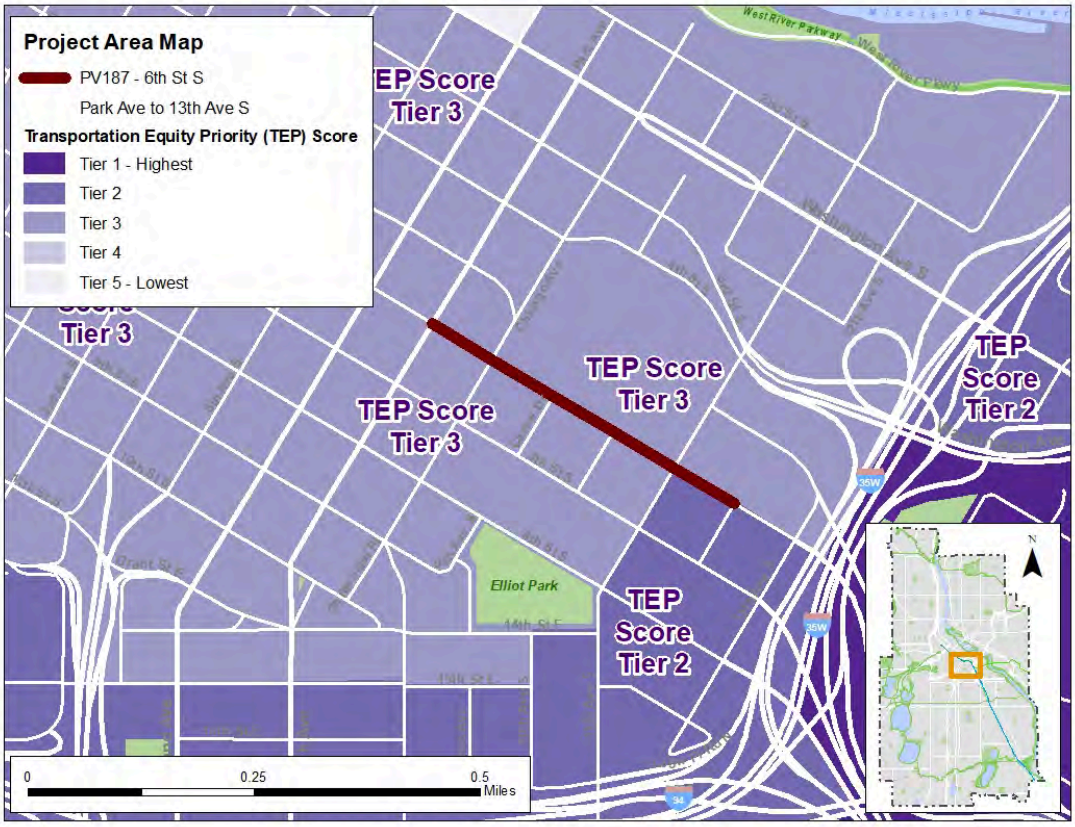
How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

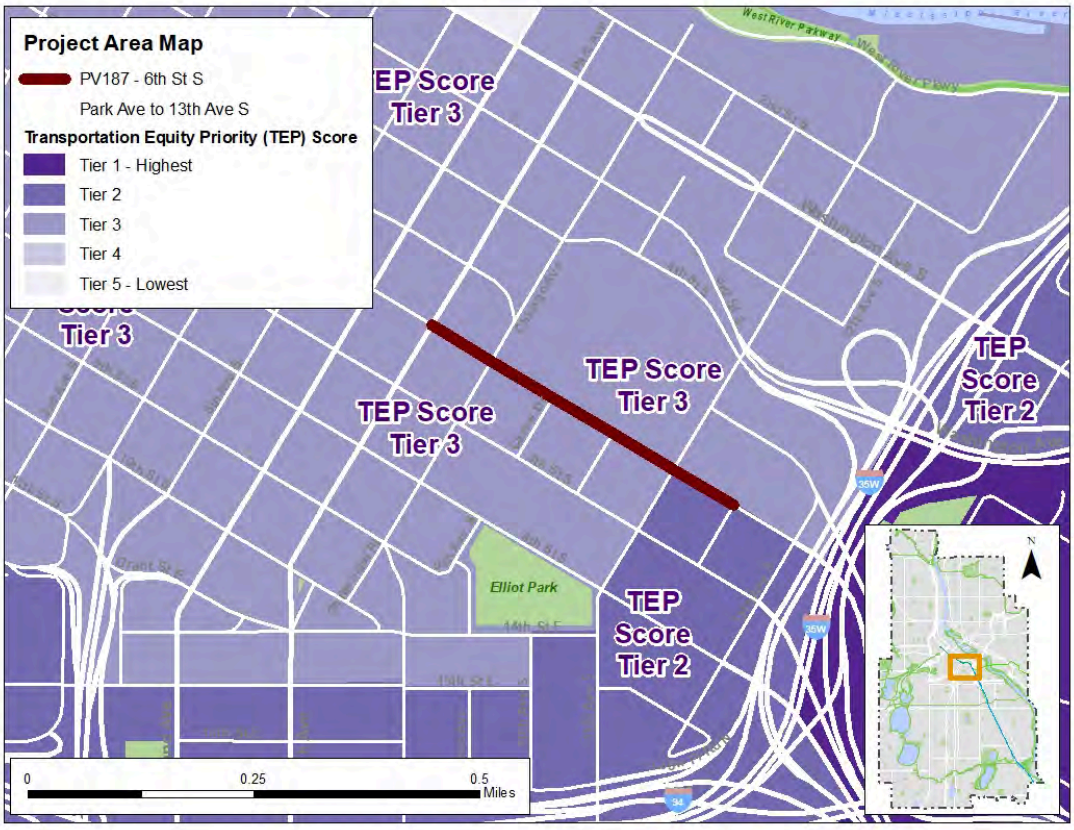
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.



Transportation Equity Priority Map



Additional Information

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



City of Minneapolis

PV188 - Dowling Ave (Thomas Ave N to Humboldt Ave N)

Project Details:

Project Start Date: 4/15/2031
Estimated Project Completion Date: 11/15/2031
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 64 of 66
Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3764
Contact Email: katie.white@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/c
ave-thomas-ave/
Prior year(s) funding amounts: $0
Total project cost (all years): $12,887,000

Project Location:

City Sector: North
Neighborhood(s) Located: McKinley, Folwell, Webber-Camden
Ward(s) Located: 4
Description of Location: Dowling Ave N (Thomas Ave to Humboldt Ave)

Project Description

The proposed project will reconstruct approximately .7 miles of Dowling Ave N (MSA Route 169) between Thomas Ave N and Humboldt Ave N. Currently, the corridor includes two travel lanes, intermittent parking lanes, bike lanes, and sidewalks on both sides of the street. The area along the project corridor is residential and abutting properties are predominantly single-family homes. Religious institutions and small businesses are intermittently dispersed. A funeral home and adjoining cemetery are a predominant use on the north side of Dowling Ave N between Penn Ave N and N Humboldt Ave. On the southern side of Dowling Ave N is Folwell Park, located between N Knox Ave and N Humboldt Ave. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant 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.

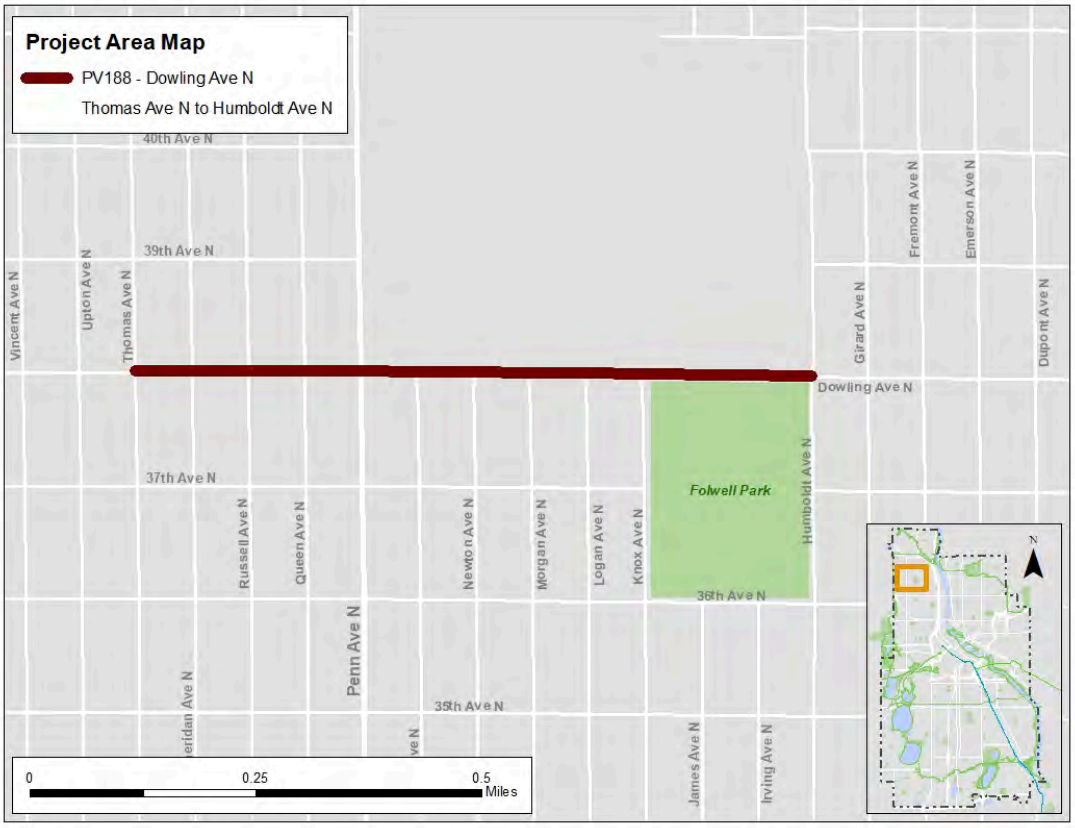
Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Humboldt Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not

limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PV188

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
365000 - Special Assessments	$0	$0	$0	$0	$0	$0	$662,000
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$12,225,000
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,887,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$0	$3,221,750
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$0	$8,376,550
GOVER - General Overhead	$0	$0	$0	$0	$0	$0	$1,288,700
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,887,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" or "good." Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality. While fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Humboldt Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40

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:

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, Hennepin County and the Minneapolis Park and Recreation Board. Collaboration with partners will focus on bus service and station design, construction of the county intersection at Penn Ave N, and access at Folwell Park.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

people biking, and 7,414 – 10,288 people driving per day.

On a scale of 1-5, this project has a service level of 4.

Economic Development

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

No. 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.

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.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

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

Not Applicable

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

2031

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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, which will be paid through the existing maintenance budget.

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:

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 approximately 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:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)

Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Victory Neighborhood

- White: 59.7%
- Of Color: 39.6%
  - Black or African American alone: 20.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: 7.7%
- Hispanic or Latino (of any race): 8.9%

Cleveland Neighborhood

- White: 34.4%
- Of Color: 61.4%
  - Black or African American alone: 42.0%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 16.7%

Folwell Neighborhood

- White: 29.1%
- Of Color: 69.5%
  - Black or African American alone: 37.4%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 12.2%
  - Other alone: Suppressed
  - Two or more races alone: 9.4%
- Hispanic or Latino (of any race): 11.5%

Webber-Camden Neighborhood

- White: 32.3%
- Of Color: 64.3%
  - Black or African American alone: 30.8%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 9.4%
  - Other alone: Suppressed
  - Two or more races alone: 6.4%
- Hispanic or Latino (of any race): 19.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year

Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
1. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
1. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
1. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
1. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
1. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
1. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
1. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public

Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2, 3, and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

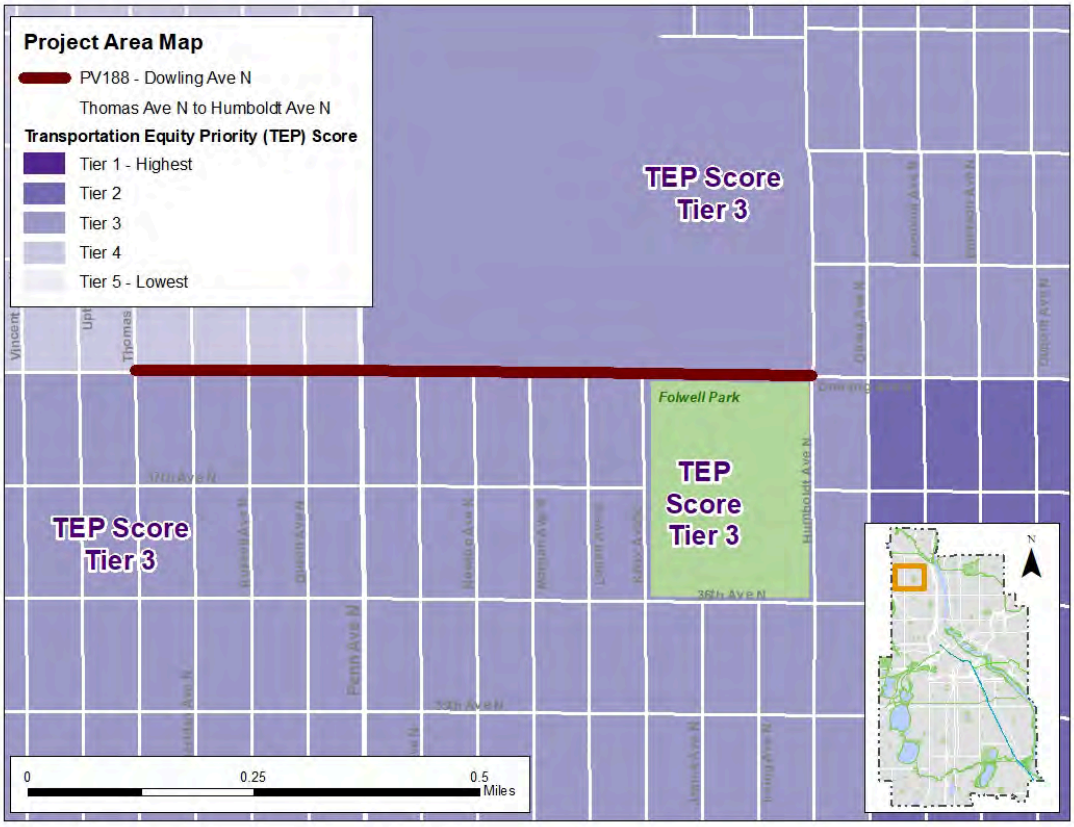
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority Map


Project Area Map
PV188 - Dowling Ave N
Thomas Ave N to Humboldt Ave N
Transportation Equity Priority (TEP) Score
Tier 1 - Highest
Tier 2
Tier 3
Tier 4
Tier 5 - Lowest
TEP Score Tier 3
TEP Score Tier 3
TEP Score Tier 3
Folwell Park
Vincent
Thomas
Humboldt Ave N
36th Ave N
Penn Ave N
33rd Ave N
0
0.25
0.5
Miles
N



City of Minneapolis

PV189 - Downtown Transit Improvements

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 19 of 66
Submitting Agency: Public Works
Contact Person: Amy Barnstorff
Contact Phone Number: 612-673-2129
Contact Email: amy.barnstorff@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/programs initiatives/transportation-programs/nicollet-mall-downtown/
Prior year(s) funding amounts: $0
Total project cost (all years): $20,000,000

Project Location:

City Sector: Downtown
Neighborhood(s) Located: Downtown West, Loring Park
Ward(s) Located: 3, 7
Description of Location: Marquette Avenue, 2nd Avenue, and/or 3rd Avenue between 1st Street S and Grant St

Project Description

The City is planning for the future of Nicollet Mall as a pedestrian and bicycle only street with public space programming to improve the vibrancy in all seasons. A total of five bus lines currently operate on Nicollet Mall including routes 10 (future F Line BRT), 11, 17, 18 (future Nicollet BRT), and 25. In order to pedestrianize Nicollet Mall, the City is partnering with Metro Transit to explore alternative corridors that transit could move to downtown – these include using a combination of Marquette, Second, and Third Avenues, for routes 10, 17, and 18. Routes 11 and 25 are anticipated to move to Hennepin under all three options.

Purpose and Justification

The City is pedestrianizing Nicollet Mall and partnering with Metro Transit to move transit to a new north/south transit spine (as well as some service to Hennepin Avenue); the plan is to take the opportunity to improve transit service downtown as we prepare for more fast, frequent transit service through planned BRT projects in the coming years including the F Line and future 'Nicollet' BRT, in support of City mode shift, climate and equity goals.

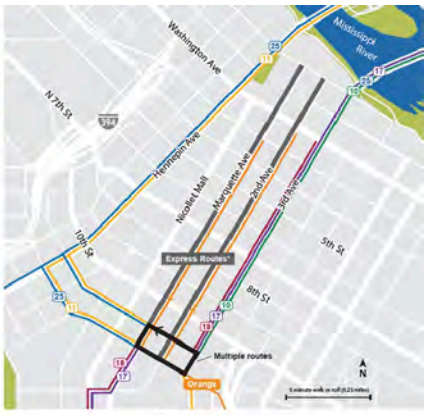
Project Visuals and Map



Option 1



Option 2



Option 3

Project Funding and Cost Breakdown

PV189

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301009 - Value Capture	$0	$0	$10,000,000	$10,000,000	$0	$0	$0
391002 - Net Debt Bonds Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$10,000,000**	**$10,000,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$2,500,000	$2,500,000	$0	$0	$0
CONSTC - Construction Costs	$0	$0	$6,500,000	$6,500,000	$0	$0	$0
GOVER - General Overhead	$0	$0	$1,000,000	$1,000,000	$0	$0	$0
EXPENSES	**$0**	**$0**	**$10,000,000**	**$10,000,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "very good" or "good." Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years. The treatments deployed will depend on the streets chosen.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

On a scale of 1-5, this project has a service level of 3.

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:

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

Economic Development

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

No. Maintains existing tax base.

Describe the economic development impact of the project:

The new transit corridor(s) will bring thousands of people riding transit to this new corridor(s) which may provide new economic development opportunities.

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.

Nicollet Mall is currently served by Metro Transit Routes 10, 11, 17, 18, and 25. This project will relocate Routes 11 and 25 to Hennepin Avenue and will relocate Routes 10 (future F Line BRT), 11, and 18 to Marquette Avenue, 2nd Avenue, and/or 3rd Avenue. Marquette and 2nd Avenues are currently served by 33 express transit routes, which may remain on Marquette and 2nd Avenues, or all move to 2nd Avenue depending on where the routes 10, 11 and 18 are rerouted to. Marquette, 2nd, and 3rd Avenues are all on the Pedestrian Priority Network (PPN) in the TAP. Improving transit facilities, enhancing crosswalks, and providing ADA compliant curb ramps where needed are anticipated to be part of this project for the selected transit corridor(s).

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

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Transit Priority 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.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project

development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

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

Not Applicable.

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

2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

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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:

Not Applicable.

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

Minneapolis Public Works began public engagement in Fall 2024 and anticipates engagement to continue in 2025 through preliminary design.

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:

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- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

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Public Health

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- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown West Neighborhood

- White: 63.0%
- Of Color: 34.3%
  - Black or African American alone: 15.2%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 10.2%
  - Other alone: Suppressed
  - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 6.2%

Loring Park Neighborhood

- White: 71.5%
- Of Color: 26.1%
  - Black or African American alone: 11.3%
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: 4.3%
  - Other alone: Suppressed
  - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
1. Build and maintain higher levels of pedestrian scale lighting.

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
1. Take action on projects that will improve the community.

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1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.

1. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
1. Improve transportation safety, including when taking public transit.

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1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
1. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
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2. Address personal safety concerns through lighting, cameras and technology.
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This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

This City-led project is informed by existing City transportation policy and recent recommendations for downtown vibrancy. Mayor Jacob Frey created the Vibrant Downtown Storefronts Workgroup in 2022, as a response to the increase in vacant storefronts in the downtown core. In 2024, the City published the Downtown Action Plan, which further develops the concept of Nicollet Mall as a pedestrianized space.

The objective of the project is to make transit as good or better than it is today on Nicollet Mall. This work has two goals: to improve downtown transit and increase downtown vibrancy. In order for Nicollet Mall to become fully pedestrianized, the five existing transit routes on Nicollet Mall will be rerouted to nearby corridors. Routes 11 and 25 will move to Hennepin Avenue. Routes 10, 17 and 18 will move to one of three options, which have been developed in partnership between the City of Minneapolis and Metro Transit.

For a summary of engagement related to the planning for Nicollet Mall & Downtown Transit, please see the following resources:

Phase 1 Engagement Summary
Phase 2 Engagement Summary

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

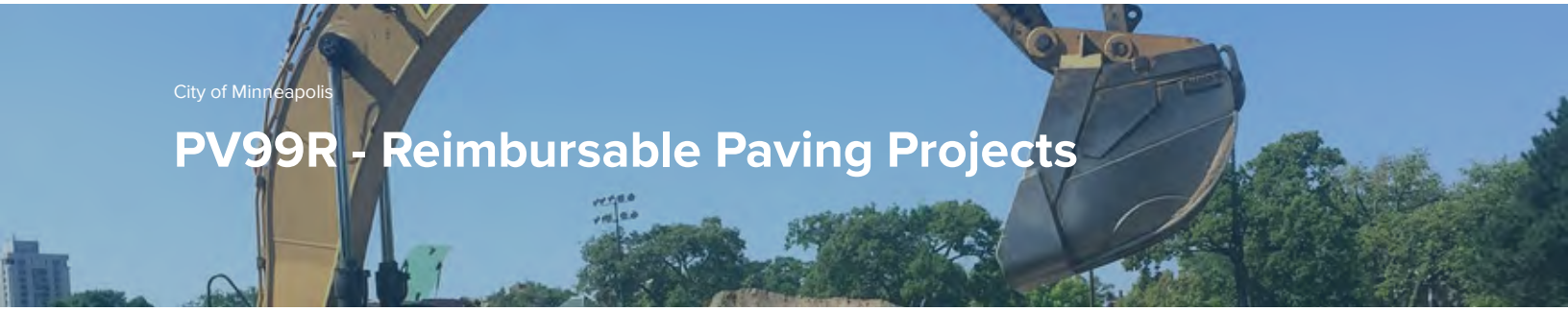
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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



City of Minneapolis

PV99R - Reimbursable Paving Projects

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Important / Desirable
Department Priority: 66 of 66
Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: (612) 919-1148
Contact Email: tracy.lindgren@minneapolismn.gov
Website:
Prior year(s) funding amounts: $3,500,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

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. This work is performed in the public right of way by Public Works to support the requesting agency, business, contractor, developer or individual.

Purpose and Justification

These funds allow projects to move forward in a timely and efficient manner, providing a service to government agencies, local businesses, contractors, developers and to individuals.

Project Visuals and Map

This program does not have visuals or a map.

Project Funding and Cost Breakdown

PV99R

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
345501 - Other Services Provided	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000
REVENUES	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**
Expenses							
DANDPM - Design and Project Management	$875,000	$875,000	$875,000	$875,000	$875,000	$875,000	$875,000
CONSTC - Construction Costs	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000
GOVER - General Overhead	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000
EXPENSES	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Work is to perform repairs to existing street infrastructure

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. This program performs pavement repairs and restoration projects as requested by government agencies, local businesses, contractors, developers and to individuals; those entities are responsible for the repair of the public streets due to their elective and approved work in the right of way.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The current condition of the asset will vary based on project, and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?
The functional lifespan of projects completed in PV99R vary based on project and are designed to maximize useful life as desired by the requesting government agencies, local businesses, contractors, developers and to individuals.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
This program is funded by entirely by government agencies, local businesses, contractors, developers and to individuals who are working in the city right of way contract Public Works Transportation Maintenance and Repair to perform street repairs. Costs of deferring the project would be the responsibility of the government agencies, local businesses, contractors, developers and to individuals who requested the work.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
All costs are entirely reimbursed by the requesting parties and have no impact on operating budgets.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting party. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Paving/Transportation Maintenance and Repair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Full service level for PV99R is determined by the requesting government agencies, local businesses, contractors, developers and to individuals . The PV99R program allows Public Works Paving/Transportation Maintenance and Repair to perform "work for others" (public and private) which will be reimbursed by the requesting party.

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:
This program is funded by outside parties working in the city right of way contract Public Works Paving/Transportation Maintenance and Repair to perform street repairs in the public right of way. This is in accordance with Minneapolis Code 430.70.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners who hire Public Works Paving/Transportation Maintenance and Repair to complete pavement/or sidewalk work, include; other City of Minneapolis Divisions and Departments, CenterPoint Energy, Met Council, Developers and Private Contractors. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project?
$0

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

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 are generally completed within the same year that they are started and are fully reimbursed by the government agencies, local businesses, contractors, developers and individuals who contracted Public Works Paving/Transportation Maintenance and Repair to perform the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Timing is dependent on the agency, business or individual who contracted Public Works Transportation Maintenance and Repair to complete the work

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 annual program whose funding is based on the amount of work that Public Works Transportation Maintenance and Repair is doing on behalf of others.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

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Community Engagement

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Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

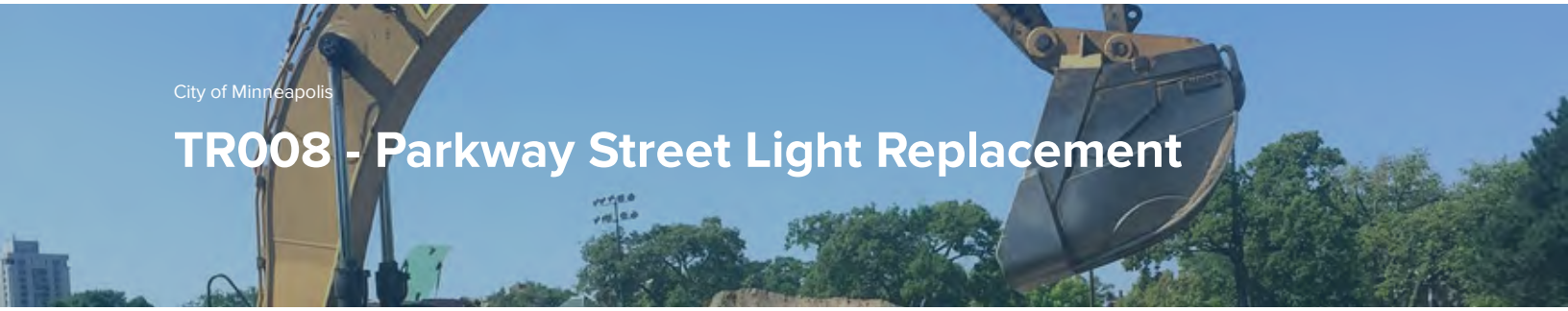
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

TR008 - Parkway Street Light Replacement

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 17 of 66
Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: Joseph.laurin@minneapolismn.gov
Website:
Prior year(s) funding amounts: $350,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

Project Description

This proposal consists of the replacement of deteriorated service cabinets, 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. Beginning in 2015, all new poles installed will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 26 poles can be fully replaced each year. The recent inflation of 30% for materials decreased the amount of poles that can be replaced each year. There are approximately 600 poles remaining to be replaced. The replacement schedule could be 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. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

Project Visuals and Map

PARKWAY STREET LIGHT REPLACEMENT

Minneapolis
City of Lakes



Project information is subject to change.

TR008 Parkway Street Light Replacement

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
301000 - General Property Taxes	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$350,000	$350,000	$400,000	$400,000	$425,000	$425,000	$450,000
REVENUES	**$350,000**	**$350,000**	**$400,000**	**$400,000**	**$425,000**	**$425,000**	**$450,000**
Expenses							
DANDPM - Design and Project Management	$87,500	$87,500	$100,000	$100,000	$106,250	$106,250	$112,500
CONSTC - Construction Costs	$227,500	$227,500	$260,000	$260,000	$276,250	$276,250	$292,500
GOVER - General Overhead	$35,000	$35,000	$40,000	$40,000	$42,500	$42,500	$45,000
EXPENSES	**$350,000**	**$350,000**	**$400,000**	**$400,000**	**$425,000**	**$425,000**	**$450,000**

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Existing parkway lighting using mercury vapor fixtures and direct bury wiring has reached the end of its useful life. The functional lifespan of a new street light system with properly timed maintenance is roughly 35 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The parkway lights being replaced are over 50 years old.

What is the expected useful life of the project/improvement?
The functional lifespan of a new street light system is roughly 35 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Historically, many parkway lighting failures are due to direct bury wire faults. When direct bury wire fails, it then requires installation of temporary structures and overhead wiring until more permanent repairs can be completed. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of $15-20,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Over the last several years, net debt bond capital has been the sole funding source for parkway streetlight replacements. The workload is scalable and can be increased with additional funding sources.

Service Level

Partnerships

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

On a scale of 1-5, this program has a service level of 3.

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:
No grants or non-city funding has been secured at this time.

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:
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
No. Lights are replaced in approximately the same location with minimal impact to the existing roadway, sidewalk, or trail systems.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. LED lights that are installed generally result in maintenance and electricity cost savings. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Investment 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This program performs work citywide around the Parkways.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

This program typically completes inform level engagement.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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.



City of Minneapolis

TR010 - Traffic Management Systems

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 18 of 66
Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-2343
Contact Email: ryan.anderson@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/tmgmt/
Prior year(s) funding amounts: $3,900,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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. Video detection improvements will enable better service to bicyclists and pedestrians through improved detection.

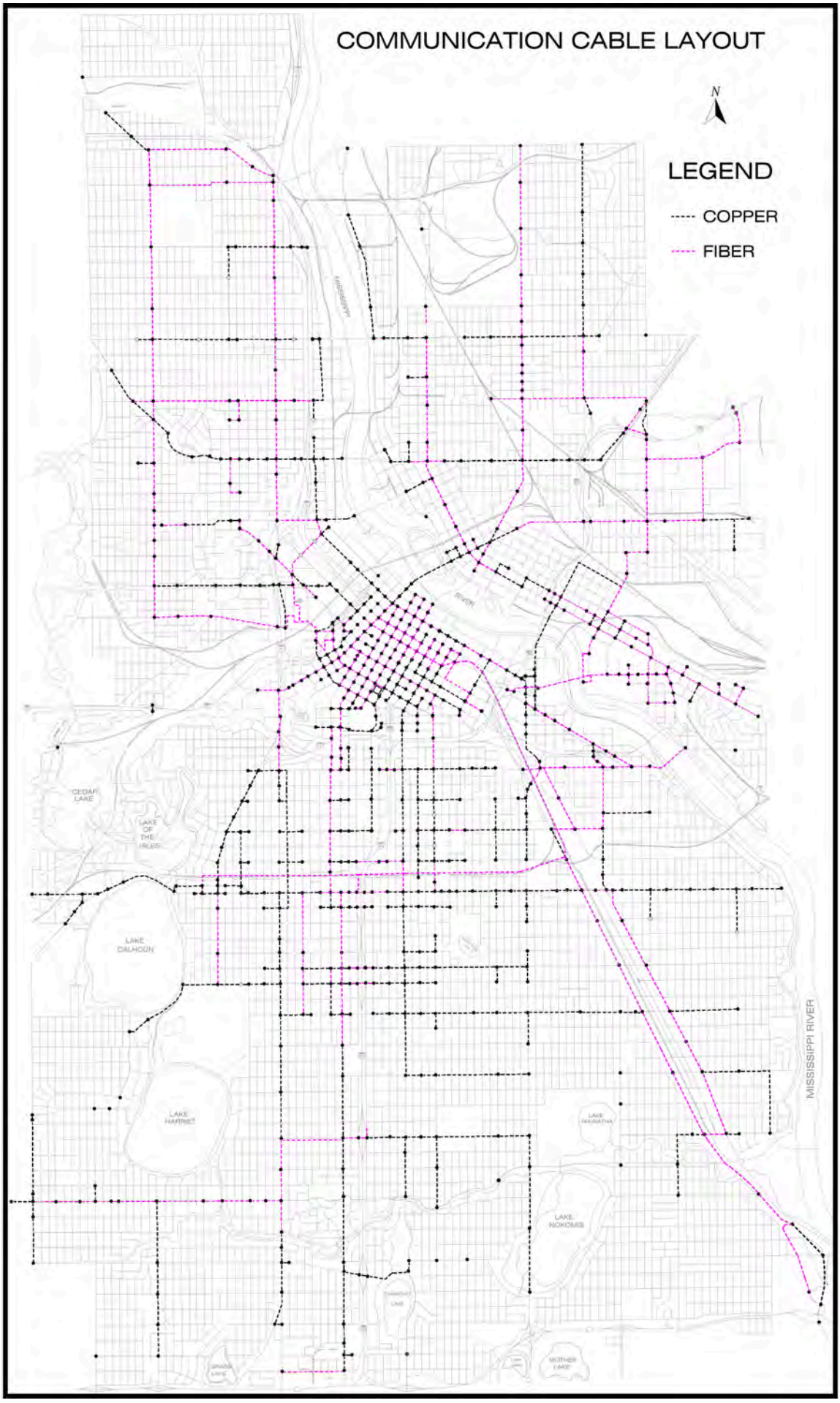
Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain 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 about 820 traffic signals that are interconnected to the City's TMC. This program's focus is to upgrade existing copper interconnect to fiber and install communication links to traffic signals not currently connected to the City's TMC.

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.

Project Visuals and Map


COMMUNICATION CABLE LAYOUT
N
LEGEND
COPPER
FIBER
CEDAR LAKE
LAKE OF THE ISLES
LAKE CALHOUN
LAKE HARRIET
LAKE NOKOMIS
MISSISSIPPI RIVER

TR010

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$2,500,000	$2,400,000	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
391002 - Net Debt Bonds Issued	$1,150,000	$1,325,000	$1,200,000	$1,600,000	$1,600,000	$1,600,000	$1,600,000
REVENUES	**$3,900,000**	**$3,975,000**	**$1,450,000**	**$1,850,000**	**$1,850,000**	**$1,850,000**	**$1,850,000**
Expenses							
DANDPM - Design and Project Management	$975,000	$993,750	$362,500	$462,500	$462,500	$462,500	$462,500
CONSTC - Construction Costs	$2,535,000	$2,583,750	$942,500	$1,202,500	$1,202,500	$1,202,500	$1,202,500
GOVER - General Overhead	$390,000	$397,500	$145,000	$185,000	$185,000	$185,000	$185,000
EXPENSES	**$3,900,000**	**$3,975,000**	**$1,450,000**	**$1,850,000**	**$1,850,000**	**$1,850,000**	**$1,850,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Bandwidth is limited on copper interconnect and upgrading to fiber is necessary for expanding camera use, transit signal priority and other ITS devices.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The existing copper interconnect and conduit being replaced is at the end of useful life. Conduit runs predating 1973 are assumed to contain asbestos.

What is the expected useful life of the project/improvement?
Fiber optic cable has a life span of 20-25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Leaving this project unfunded prevents the efficient use of some modern traffic signal systems due to limitations of aging interconnects.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The project consists of upgrading interconnect, other ITS devices, and citywide signal retiming.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

On a scale of 1-5, this program has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes, the City was awarded $2,400,000 in the Metropolitan Council's Regional Solicitation process for ITS upgrades in 2026. Citywide signal retiming grant award is budgeted for 2025 in the amount of $2,500,000.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The City has been awarded a grant for ITS/TMC upgrades in 2026. The City received a grant for Citywide signal retiming with 2025 funding. Data collection, modeling and implementation for the city retiming will begin in 2024 and end in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Hennepin County. Collaboration with partners will focus on projects in locations and corridors with mutual benefit potential. These are typical for projects along the CSAH system and allow for sharing of costs for contractors and materials.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
Traffic signal communication will need to be improved along future Bus Rapid Transit (BRT) projects such as the E-line and F-line to allow for better transit signal priority and vehicle detection. Having a strong fiber backbone will allow us the bandwidth to closely monitor bus operations with PTZ cameras.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
The enhanced fiber backbone will allow for more reliable bike and pedestrian detection for safer street crossing.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
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. The new communication links require about the same operations and maintenance costs as the existing network. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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:
Citywide signal retiming is in the RFP process for consultant services. Data collection and implementation will begin in fall 2025 and continue through end of 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:
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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

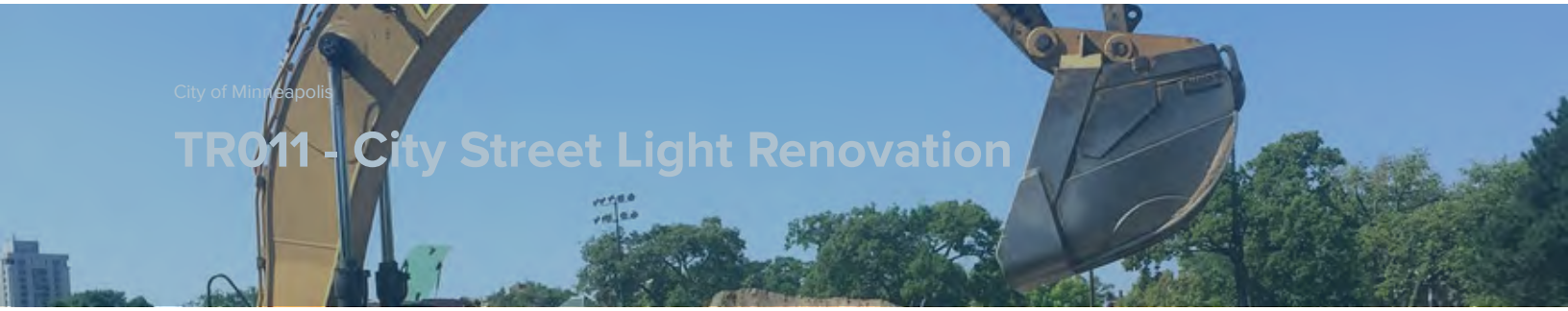
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

TR010 program benefit is primarily focused on increasing communication bandwidth between traffic signals to allow better coordination, as well as additional signal control innovations such as video detection, transit signal priority, improved monitoring capability and more flexible timing. It also allows for replacement of broken conduits to allow for pulling of new cables.



City of Minneapolis

TR011 - City Street Light Renovation

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 19 of 66
Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: Joseph.Laurin@minneapolismn.gov
Website:
https://www2.minneapolismn.gov/government/departm
works/traffic-parking-services/street-lighting-policy/
Prior year(s) funding amounts: $1,500,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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 400 units needing to be replaced over the next ten years at the cost of $2,000,000. This far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2021-2022 found close to 200 deficient poles requiring replacement. Additionally, each year around 300-400 street light poles are painted in-place to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 2025 is a continuation of the program that began in 2005. In 2005, $1,000,000 was appropriated for this project and all the money was spent in that year. This is the start of a long-term renovation program, one that will require a substantial ongoing. This ongoing replacement cost is assuming a 35-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 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

CITY STREET LIGHT RENOVATION

Minneapolis
City of Lakes



Project information is subject to change.

TR011 City Street Light Renovation

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
391101 - Notes Issued	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**
Expenses							
DANDPM - Design and Project Management	$375,000	$375,000	$375,000	$375,000	$375,000	$375,000	$375,000
CONSTC - Construction Costs	$975,000	$975,000	$975,000	$975,000	$975,000	$975,000	$975,000
GOVER - General Overhead	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
EXPENSES	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a replaced street light pole asset is roughly 30 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The 2017 street light audit has identified 600 street light poles to be deficient and in need of repair. These identified assets have reached the end of their useful service life.

What is the expected useful life of the project/improvement?
The functional lifespan of a new street light system is roughly 30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of $25,000-35,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis street light policy follows the dark sky requirements of no “up light.”

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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, each year around 300-400 street light poles are painted in-place to preserve the

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:
No grants or non-city funding has been secured at this time. A significant portion of that funding was specific for repair of the existing street lighting system and accelerated conversion of LED in identified cultural corridors. This one-time funding will help with some immediate and location specific needs, but continual renovation funding will be required for the street lighting system to be sustainable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
This program is also occasionally used to cover city costs for lighting on MnDOT cooperative projects such as Plymouth bridge and Hiawatha rehab.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

asset and extend its useful life, delaying the need for full replacement.

On a scale of 1-5, this program has a service level of 3.

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. An estimated 300 LED fixtures can be converted per year. The installation of LED fixtures results in emergency and maintenance cost savings per year. Pole painting should add about 10 years of life per pole. Pole replacements should save in emergency overtime costs. This does not factor in rate increases from Xcel. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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 prior year remaining bond authorizations are rolled into the next program year to be spent.

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:
For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Pole replacement and LED installs are very flexible and can easily be increased for additional funds. The work can be done in the winter when underground work is limited.

Minneapolis City Goals

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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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: .9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

This program typically completes inform level engagement.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

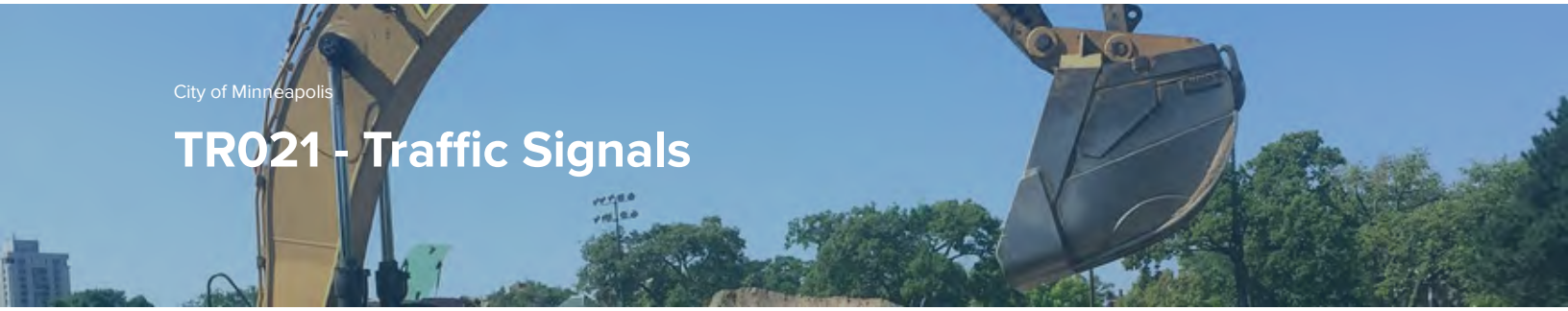
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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.



City of Minneapolis

TR021 - Traffic Signals

Project Details:

Project Start Date: 1/2/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 20 of 66
Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: Ryan.Anderson@minneapolismn.gov
Website:
Prior year(s) funding amounts: $1,300,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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.

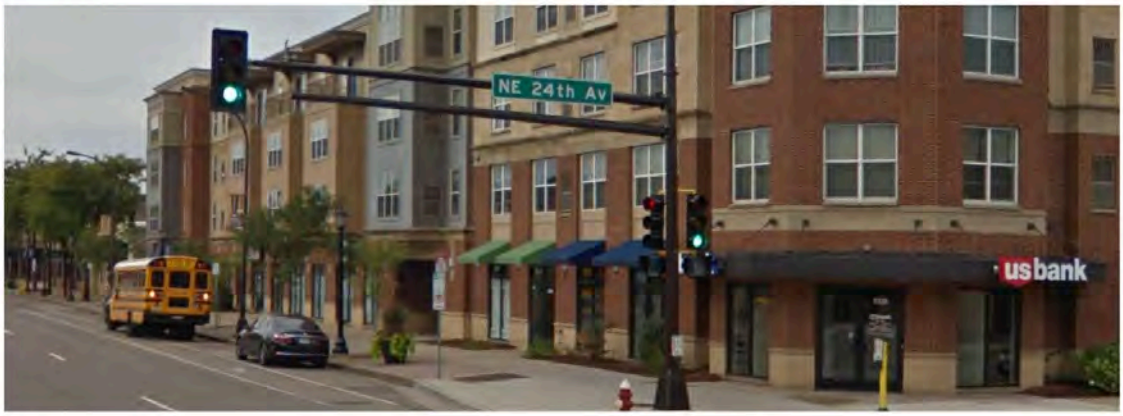
Purpose and Justification

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 820 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

Minneapolis
City of Lakes

TRAFFIC SIGNALS





Project information is subject to change.

TR021 Traffic Signals

Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0	$0
381001 - Transfer Fr City General 00100	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$1,300,000	$1,000,000	$1,500,000	$1,500,000	$2,250,000	$2,250,000	$2,500,000
REVENUES	**$1,300,000**	**$1,250,000**	**$1,750,000**	**$1,750,000**	**$2,500,000**	**$2,500,000**	**$2,750,000**
Expenses							
DANDPM - Design and Project Management	$325,000	$312,500	$437,500	$437,500	$625,000	$625,000	$687,500
CONSTC - Construction Costs	$845,000	$812,500	$1,137,500	$1,137,500	$1,625,000	$1,625,000	$1,787,500
GOVER - General Overhead	$130,000	$125,000	$175,000	$175,000	$250,000	$250,000	$275,000
EXPENSES	**$1,300,000**	**$1,250,000**	**$1,750,000**	**$1,750,000**	**$2,500,000**	**$2,500,000**	**$2,750,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Existing signals are aging and are nearing end of life. In 2021, the city began a condition audit of uprights which was completed in 2022. About 50% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The program will replace signals that are over 30 years old and lack ADA compliant ramps or APS.

What is the expected useful life of the project/improvement?
New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Scope of work includes full signal replacement and building ADA compliant ped ramps with APS. New LED davit lights are installed, along with more corrosion resistant galvanized steel bases, poles, and mast arms.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 820 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

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:
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 and there are ongoing conversations with MnDOT to strategize more projects as part of this program. Collaborations have begun for Hwy 121 & Lyndale.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Hennepin County and MnDOT. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH and state TH systems with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

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.

On a scale of 1-5, this program has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Traffic signals upgrades will include APS technology and ADA compliant ped ramps. New traffic signal equipment will be compatible with bus transit signal priority systems.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. 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. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any other changes to labor and equipment 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:
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 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 and APS pushbuttons each year. Project costs are going up 30-50% so we will need more funding to do the same amount of work.

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- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

This program typically completes inform level engagement.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Rebuilt traffic signals can be equipped with new detection technologies to better detect and manage bicycle, pedestrian and transit throughput and will be ADA compliant intersections.



City of Minneapolis

TR022 - Traffic Safety Improvements

Project Details:

Project Start Date: 1/2/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 16 of 66
Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: Ryan.Anderson@minneapolismn.gov
Website: https://www.minneapolismn.gov/government/projects/tsafety/
Prior year(s) funding amounts: $11,920,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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 2026-2031. 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 may include:

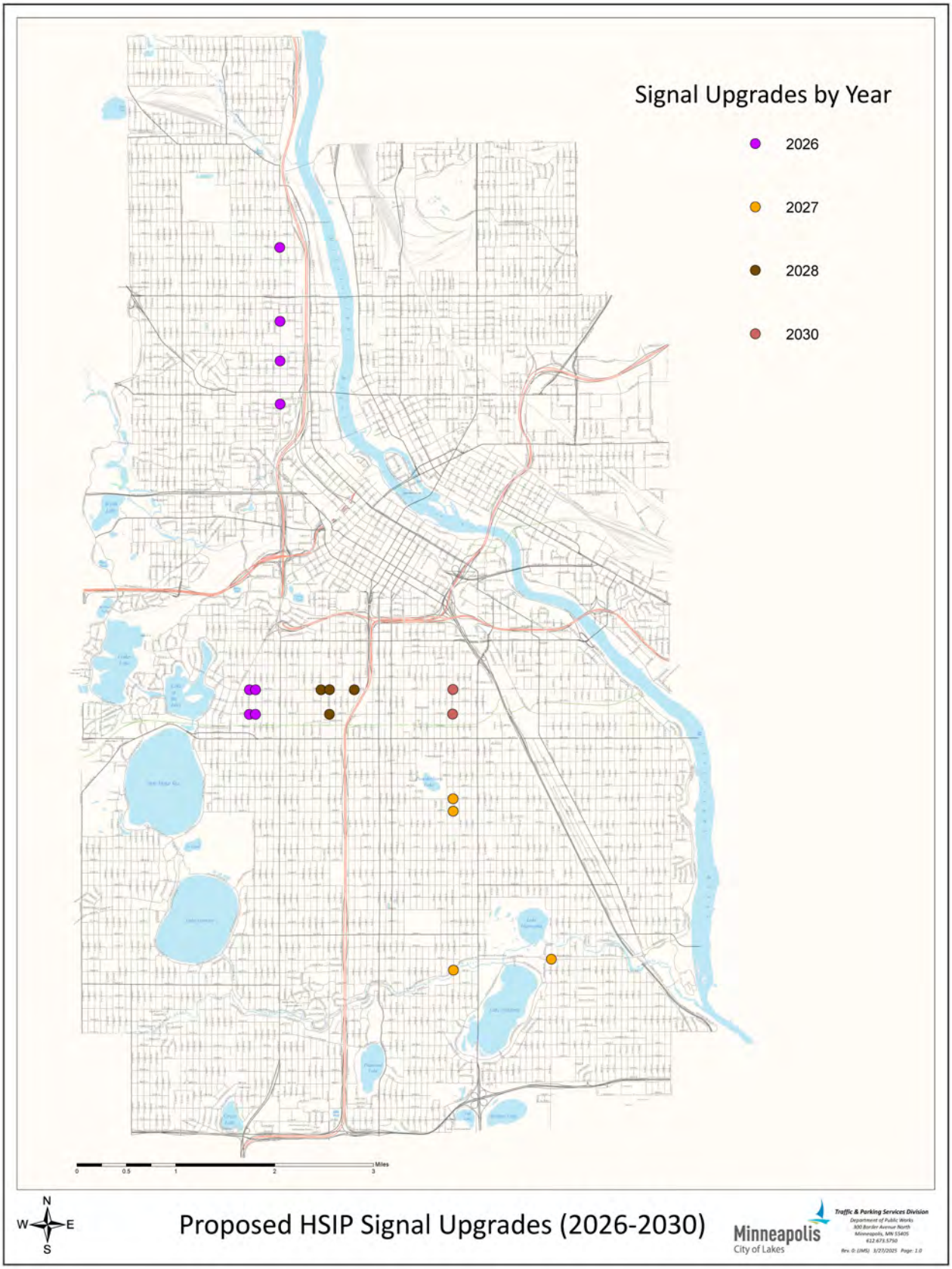
- Installing durable pavement markings.
- Updating or replacing existing streetlights and bridge navigation lighting under various bridges/viaducts throughout the City.
- Modifying street signs to comply with State and Federal standards.
- Installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets.
- Improving the condition and quality of bicycling and walking environments that provide access to and from schools.
- Add functionality to the signals to make operations capable to support Transit Signal Priority (TSP) for transit operations.

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 individuals who are blind or visually impaired 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. 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.

The supplemental funding request for TR022 recognizes that the Minneapolis City Council's Legislative Directive to implement programs that could address unmet traffic calming needs. The implementation of additional speed mitigation strategies Citywide may lower the incidence of crashes which result in injury and harm. This supplemental request will enable additional funding to broaden the Traffic Calming program in 2026, while the department develops plans to fully implement the program in future years.

Project Visuals and Map



Project Funding and Cost Breakdown

TR022

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
301009 - Value Capture	$0	$0	$0	$0	$0	$0
321000 - Federal Grantor Agencies	$1,260,000	$1,980,000	$2,000,000	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$1,260,000	$0
321500 - State Govt Grants & Shared Rev	$0	$0	$0	$0	$0	$0
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$500,000
322500 - Other Local Governments	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$3,200,000	$3,540,000	$4,520,000	$2,500,000	$2,500,000	$5,000,000
REVENUES	**$4,460,000**	**$5,520,000**	**$6,520,000**	**$2,500,000**	**$3,760,000**	**$5,500,000**
Expenses						
DANDPM - Design and Project Management	$1,115,000	$1,380,000	$1,630,000	$625,000	$940,000	$1,375,000
CONSTC - Construction Costs	$2,899,000	$3,588,000	$4,238,000	$1,625,000	$2,444,000	$3,575,000
GOVER - General Overhead	$446,000	$552,000	$652,000	$250,000	$376,000	$550,000
EXPENSES	**$4,460,000**	**$5,520,000**	**$6,520,000**	**$2,500,000**	**$3,760,000**	**$5,500,000**

Supplemental Project Funding and Cost Breakdown

TR022A

	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues						
391002 - Net Debt Bonds Issued	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
REVENUES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**
Expenses						
DANDPM - Design and Project Management	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000
CONSTC - Construction Costs	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000
GOVER - General Overhead	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
EXPENSES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Existing signals are obsolete and lack overhead mast arms, countdown timers, APS, and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
In 2021, the city began a condition audit of uprights which was completed in 2022. About 50% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the expected useful life of the project/improvement?
New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will upgrade infrastructure to meet the latest design standards, safety measures, and ADA compliance.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 individuals who are blind or visually impaired 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. Improving the condition and quality of routes to

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
Yes, see Submitting Agency Funding Request section, Intergovernmental Revenues.

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 through 2030. In 2025, 11 intersections will receive traffic signal and pedestrian safety improvements along 26th St W, 28th St W, Nicollet Ave, 1st Ave S, and 3rd Ave S. In 2025, 3 intersections along the E line route in southwest Minneapolis will receive traffic signal and pedestrian safety upgrades.

In 2026, 4 intersections will receive traffic signal and pedestrian safety improvements along Lyndale Ave N. In 2027, 4 signals along Bloomington and Minnehaha Pkwy will receive traffic signal and pedestrian safety improvements. In 2028, 4 signals along 26th and 28th Streets will receive signal and pedestrian improvements. In 2030, two signals at Bloomington Ave S and 26th and 28th Streets East will be upgraded. The Federal government will provide up to 90% of the construction cost for each of these projects, with the City providing the remaining amount.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners include Hennepin County. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

On a scale of 1-5, this program has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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.
Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Traffic signals upgrades will include APS technology and ADA compliant ped ramps. HSIP projects will install bump outs where feasible. Enhanced video detection for bicyclists and pedestrians will also be added.

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. Bump outs will be explored to improve ped ramp designs on constrained corners. Innovative design strategies will be explored if appropriate.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment 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:
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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
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1. Improve year-round transportation options for people who do not drive.
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3. Make transit facilities feel more welcoming and safer.

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During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
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2026 projects are in Census tracts with TEP scores in tiers 1, 2, and 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
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Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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.



City of Minneapolis

TR024 - Pedestrian Street Lighting Corridors

Project Details:

Project Start Date: 1/2/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 22 of 66
Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: joe.laurin@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/projects/pst-ltg/
Prior year(s) funding amounts: $1,000,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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 majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). 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.

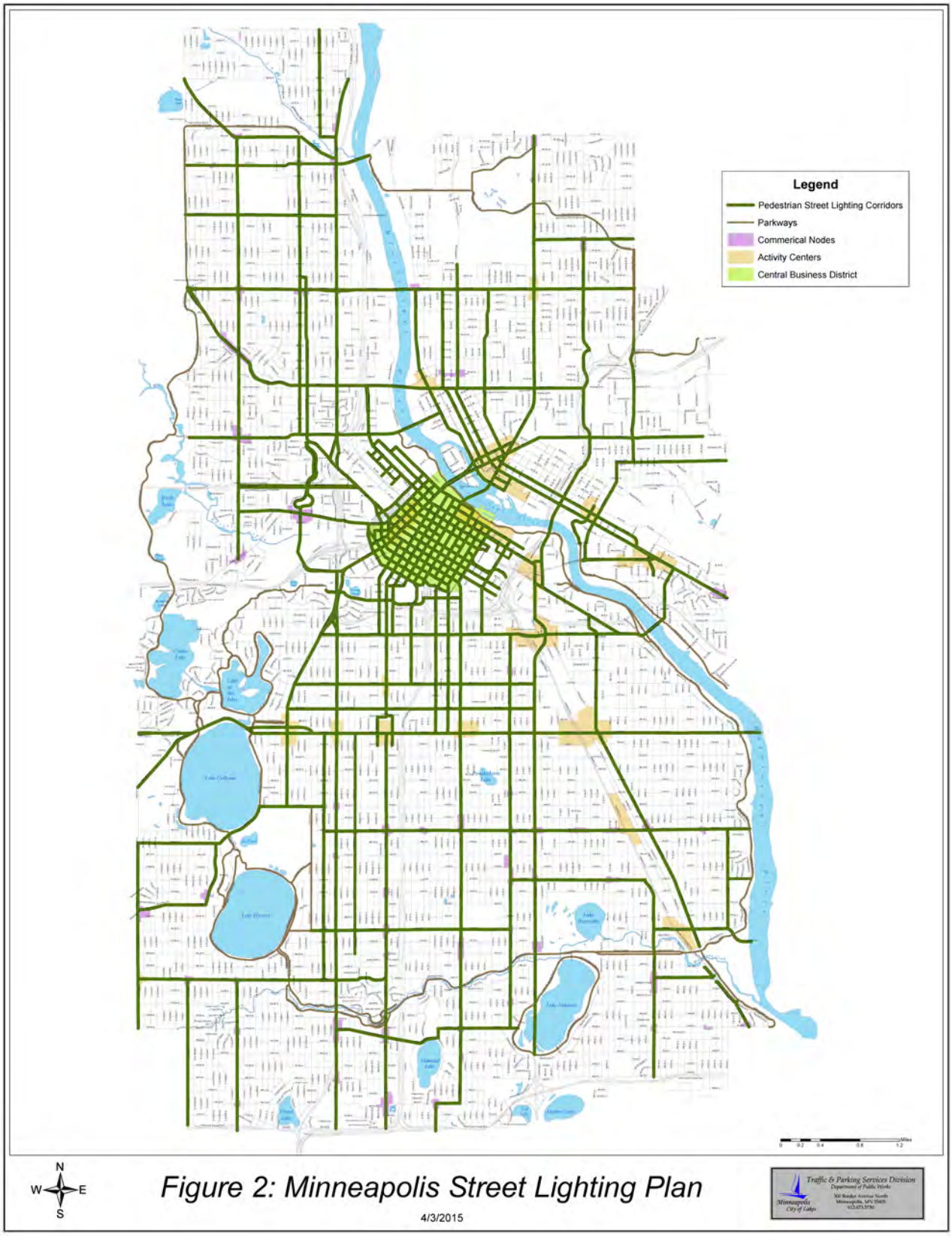
Purpose and Justification

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 and certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). 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 costs, per installed street light, the requested amount would allow for between approximately 60 poles/fixtures annually to be installed on PSLC's. Funding increases in the out years are requested to expedite the deployment of pedestrian-level street lighting on PSLC's.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391002 - Net Debt Bonds Issued	$1,000,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000
REVENUES	**$1,000,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**
Expenses							
DANDPM - Design and Project Management	$250,000	$275,000	$275,000	$275,000	$275,000	$275,000	$275,000
CONSTC - Construction Costs	$650,000	$715,000	$715,000	$715,000	$715,000	$715,000	$715,000
GOVER - General Overhead	$100,000	$110,000	$110,000	$110,000	$110,000	$110,000	$110,000
EXPENSES	**$1,000,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**	**$1,100,000**

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Not Applicable

What is the expected useful life of the project/improvement?
The functional lifespan of a new street light system with properly timed maintenance is estimated to be 35 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
To defer or cancel this project would increase the timeline to build out the pedestrian street light corridor (PSLC) network. Generally, the operating impact or maintenance costs would not be significantly impacted.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposal consists of installing upgraded street light systems on pedestrian street light corridor roadways to meet the design criteria of the Minneapolis Street Lighting Policy.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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 and certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

On a scale of 1-5, existing pedestrian street lighting corridors have a service level of 3 or 4.

Economic Development

Will the project contribute to growth in the City's tax base?
No. 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 and along transit routes.

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 furnishing zone behind the curb.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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. 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. Operating expenses increase as the number of street light poles increase. Concurrently, the conversion of existing fixtures to LED result in cost savings. Additional marginal energy savings come from replacing pre-existing wood pole lighting but added LED poles may offset those savings. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
As LED lights are installed savings of $100 in maintenance and $25 in electricity per fixture can be anticipated. At 26 poles and fixtures replaced per year the annual energy and maintenance savings cost is $3250.

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:
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 to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional projects.

Not Applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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What data is available or missing? How can you obtain additional data?
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- Empower. Public participation goal: To place final decision-making in the hands of the public.

This program typically completes inform level engagement.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

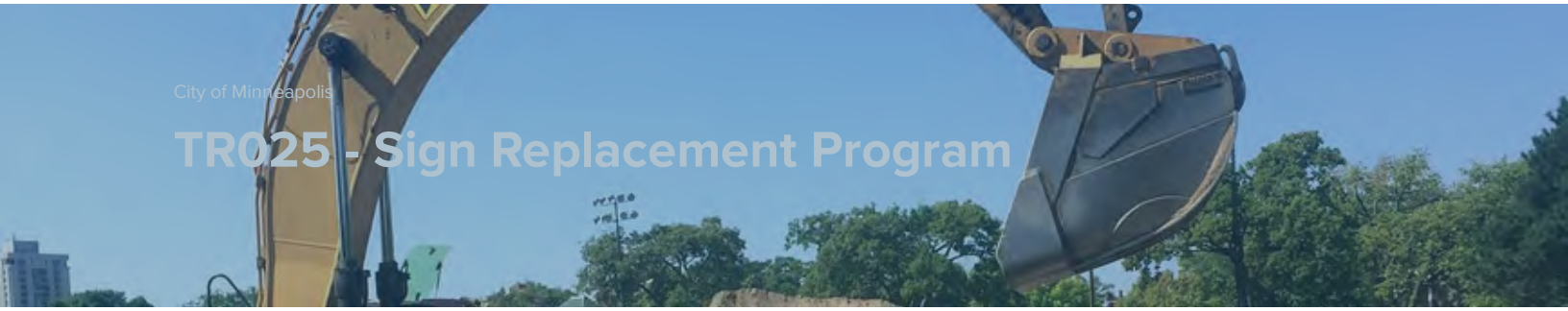
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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. Corridors are selected based on the City’s Transportation Equity Priority Area map.



City of Minneapolis

TR025 - Sign Replacement Program

Project Details:

Project Start Date: 1/2/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 23 of 66
Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: Ryan.Anderson@minneapolismn.gov
Website:
Prior year(s) funding amounts: $895,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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

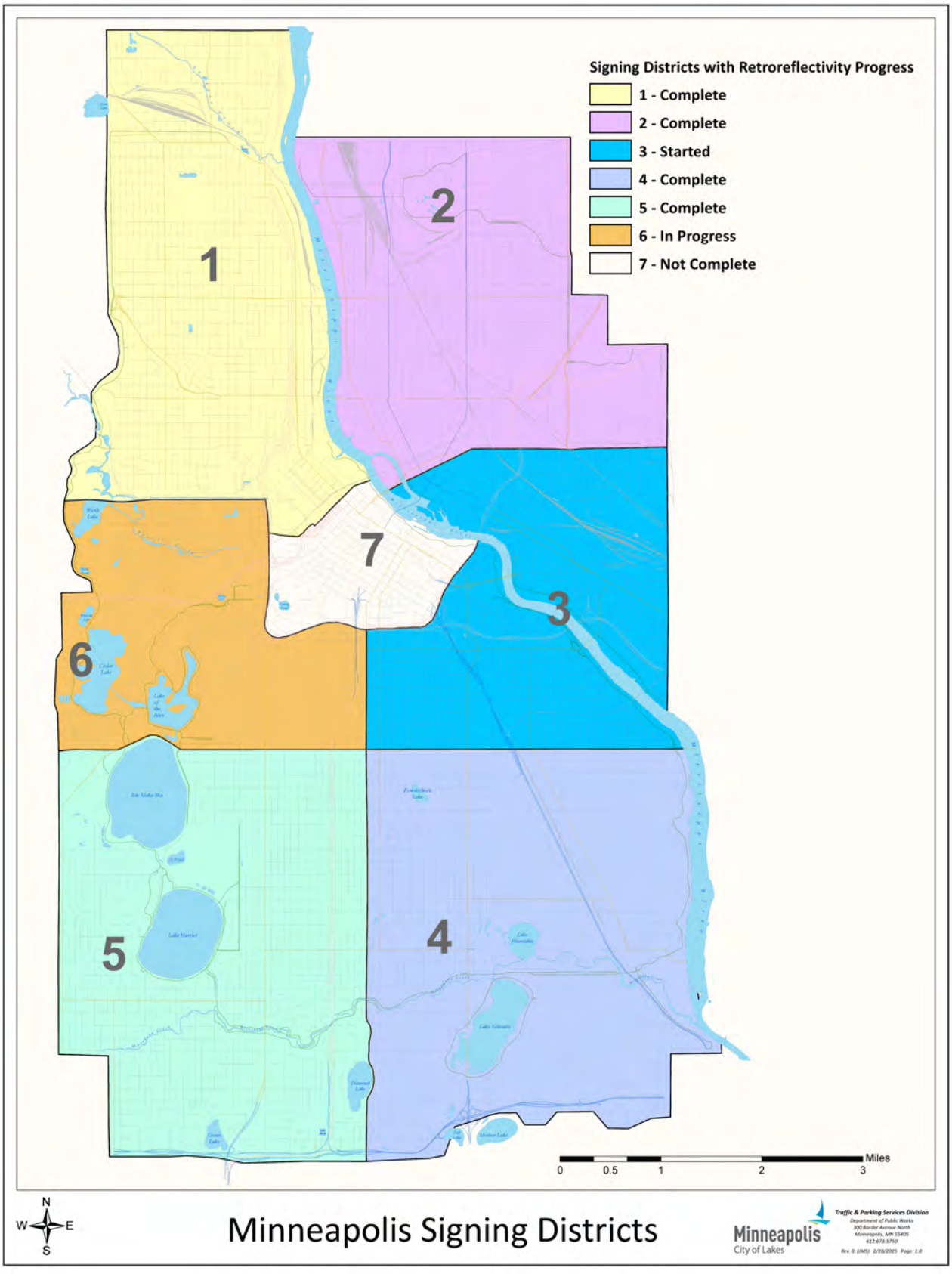
- Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above established minimum levels.
- An assessment or management method must be established within 2 years of date of the above revision.

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 Funding and Cost Breakdown

TR025

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321514 - Municipal State Aid	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$895,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
REVENUES	**$895,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Expenses							
DANDPM - Design and Project Management	$223,750	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
CONSTC - Construction Costs	$581,750	$650,000	$650,000	$650,000	$650,000	$650,000	$650,000
GOVER - General Overhead	$89,500	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
EXPENSES	**$895,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
Sign reflectivity can wear off and needs to be replaced every 10-15 years. Lack of reflectivity greatly reduces nighttime visibility of the signs and can lead to higher crash rates.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
City staff use a Cartegraph asset database to track sign placement and installation date.

What is the expected useful life of the project/improvement?
Signs typically need to be replaced every 10-15 years to meet the reflectivity standards. The program will repeat the process as signs reach the end of their life cycle.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Since the sign replacement program began in 2014 over 60% of the signs in Minneapolis have been replaced. Not funding this program would delay the continued progress towards completing replacement of 100% of roadway signs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

Partnerships

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
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.

On a scale of 1-5, this program selects projects on signs that have a service level of 3.

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:
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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
No. Maintains existing tax base.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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.

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:
Sign replacement is very scalable and can be rapidly adjusted to increase if needed.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Projects have not yet been selected for each year but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

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. Over half of the signs have been replaced to date.



City of Minneapolis

TR99R - Reimbursable Transportation Projects

Project Details:

Project Start Date: 1/2/2026
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 24 of 66
Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: ryan.anderson@minneapolismn.gov
Website:
Prior year(s) funding amounts: $600,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide
Neighborhood(s) Located: Various locations citywide
Ward(s) Located: Various locations citywide
Description of Location: Various locations citywide

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

These funds allow projects to move forward in a timely and efficient manner, providing a service to local businesses, to other agencies, and to individuals.

Project Visuals and Map

This program does not have visuals or a map.

Project Funding and Cost Breakdown

TR99R

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
345501 - Other Services Provided	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
REVENUES	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**
Expenses							
DANDPM - Design and Project Management	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
CONSTC - Construction Costs	$390,000	$390,000	$390,000	$390,000	$390,000	$390,000	$390,000
GOVER - General Overhead	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000
EXPENSES	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**

Asset Condition

Asset type: Various

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
This program constructs projects as requested by other agencies, businesses and individuals; those entities are responsible for the maintenance of their assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The current condition of the asset will vary based on project, and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?
The functional lifespan of projects completed in TR99R vary based on project and are designed to maximize useful life as desired by the requesting agency, business or individual.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
This program is funded by outside parties working in the city right of way contract Public Works Traffic Operations to perform repairs. Costs of deferring the project would be the responsibility of the agency, business or individual who requested the work.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
All costs are paid by outside parties and have no impact on operating budgets.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Traffic Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Traffic Operations

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
Full service level for TR99R is determined by the requesting agency, business or individual. The TR99R program allows Public Works Traffic Operations to perform "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

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:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Project partners who hire Public Works Traffic Operations to complete work, can include other City of Minneapolis Divisions and Departments, Developers and Private Contractors as well as others. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable

Economic Development

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

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 Traffic Control 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:
Projects are generally completed within the same year that they are started and are fully reimbursed by the agency, business, or individual who contracted Public Works Traffic Operations to complete the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Timing is dependent on the agency, business or individual who contracted Public Works Traffic Operations to complete the work

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 City Goals

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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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
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What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programing; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

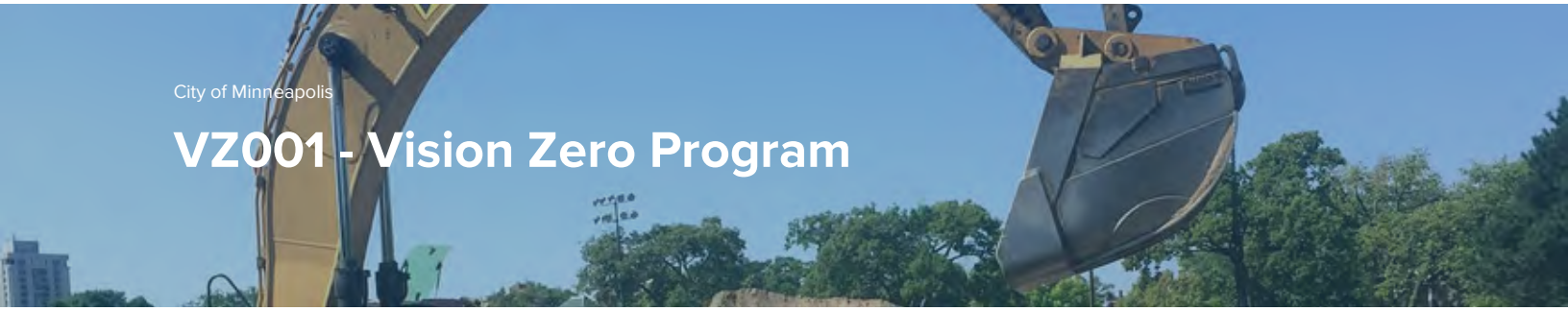
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.



City of Minneapolis

VZ001 - Vision Zero Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2031
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Critical
Department Priority: 2 of 66
Submitting Agency: Public Works
Contact Person: Luke Hanson
Contact Phone Number: (612) 875-7237
Contact Email: luke.hanson@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/programs initiatives/visionzero/
Prior year(s) funding amounts: $500,000
Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

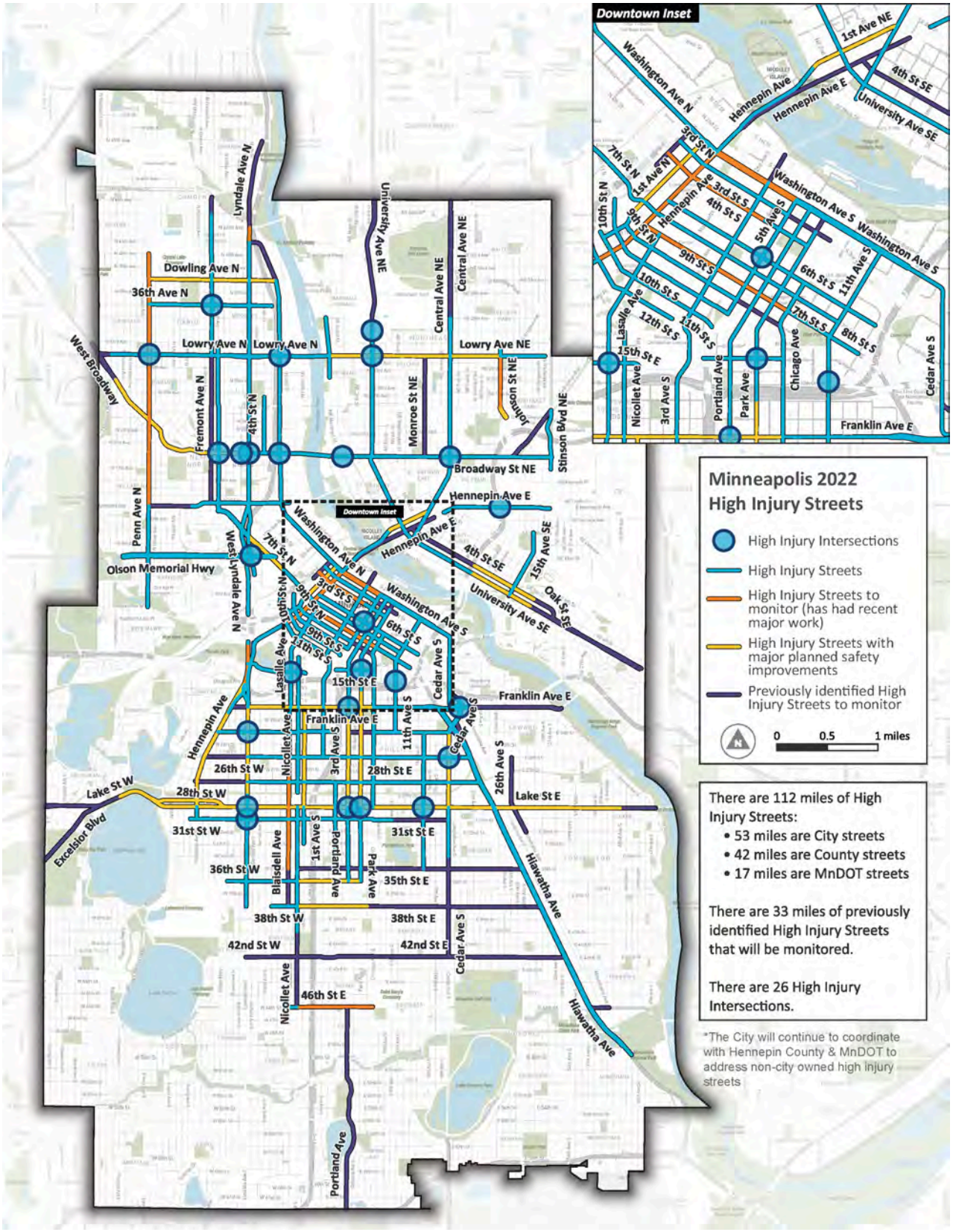
Project Description

This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems. 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

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 (updated in 2023) 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.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$0	$0	$0	$0	$0	$0	$0
321012 - Us Dept Of Transportation	$0	$0	$0	$0	$0	$0	$0
322000 - County Grants	$0	$0	$0	$0	$0	$0	$0
391002 - Net Debt Bonds Issued	$500,000	$500,000	$500,000	$500,000	$500,000	$1,000,000	$1,000,000
REVENUES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$1,000,000**	**$1,000,000**
Expenses							
DANDPM - Design and Project Management	$125,000	$125,000	$125,000	$125,000	$125,000	$250,000	$250,000
CONSTC - Construction Costs	$325,000	$325,000	$325,000	$325,000	$325,000	$650,000	$650,000
GOVER - General Overhead	$50,000	$50,000	$50,000	$50,000	$50,000	$100,000	$100,000
FFANDE - Furniture, Fixtures, and Equipment	$0	$0	$0	$0	$0	$0	$0
EXPENSES	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$1,000,000**	**$1,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
VZ001 is implementing the City's Vision Zero Action Plan and is adding safety improvements that will lead to the City's goal of zero traffic deaths by 2027. The condition of the existing asset or intersection being addressed is not measured in terms of remaining life, but how effectively it supports the City's goal of zero traffic deaths by 2027. Improvements made through VZ001 are designed to provide immediate mitigation for traffic safety related concerns until permanent infrastructure can be implemented.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The City completed an updated analysis of the High Injury Streets in 2021. The City uses crash safety data to identify and prioritize intersections for Vision Zero safety improvements. This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems.

What is the expected useful life of the project/improvement?
Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
The VZ001 program is used to implement safety improvements that will lead to the City's goal of zero traffic deaths. Deferring funding for VZ001 would impact the City's ability to meet its Vision Zero goals of zero traffic deaths or severe injuries on City streets by 2027.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The City will use its existing maintenance budget to keep these improvements in good condition. See the Partnerships section for non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Vision Zero Capital Program began funding proactive safety treatments on High Injury Streets in 2021. The program installs treatments that have proven safety benefits. Public Works partnered with the University of Minnesota for additional evaluation of pedestrian safety benefits of 2021 treatments; that research found improved rates of drivers stopping for pedestrians at most treatment sites. Additional evaluation work is ongoing for treatments installed through the Vision Zero program in 2023 and 2024 as part of another University of Minnesota research project. The 2023-2025 Vision Zero Action Plan includes an updated High Injury Street map, which includes 9% of city streets that had 66% of severe and fatal crashes from 2017-2021. The Vision Zero Capital Program installs cost-effective safety improvements rapidly and systematically on the 53 miles of city-owned High Injury Streets to strategically target improvements on the corridors that pose the highest risk of injury.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety

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:
No grants or non-city funding has been secured at this time. The City was awarded Safe Streets for All grant funding to pursue additional traffic safety improvements beyond the scope of VZ001, and will be implemented through a new capital program titled VZ002.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:
Not Applicable.

risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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On a scale of 1-5, this program has a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
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.
The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development how the Vision Zero program will be implemented will be guided by how each project area is identified in the TAP with the purpose to improve facilities for pedestrians and bicyclists and provide safe conditions on Minneapolis streets for users of all transportation 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. The Minneapolis Street Design Guide (SDG) identifies design guidance for most Vision Zero safety treatments. This guidance and the Vision Zero Action Plan will be consulted in the project development process.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Typically, the operating and maintenance budgets are not adjusted based on a single Vision Zero project. The impact can depend on the types of treatments provided and the operating and maintenance changes specific to the context of the project location. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

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. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near-term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

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:
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

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.

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.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
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Racial Equity Impact Analysis

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African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?
The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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The 2026 Vision Zero projects , which are currently in a process of selection, may be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP).

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

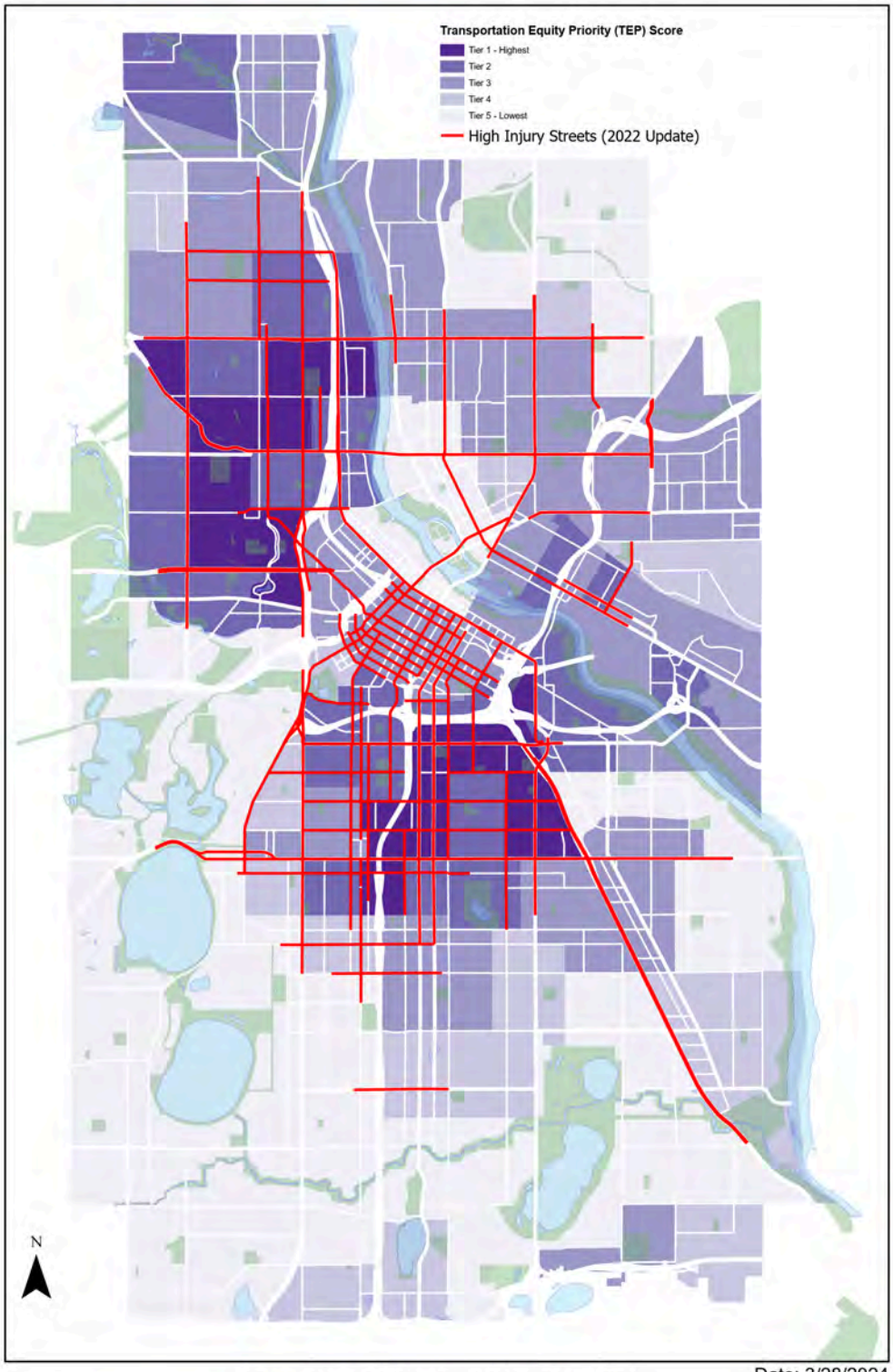
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

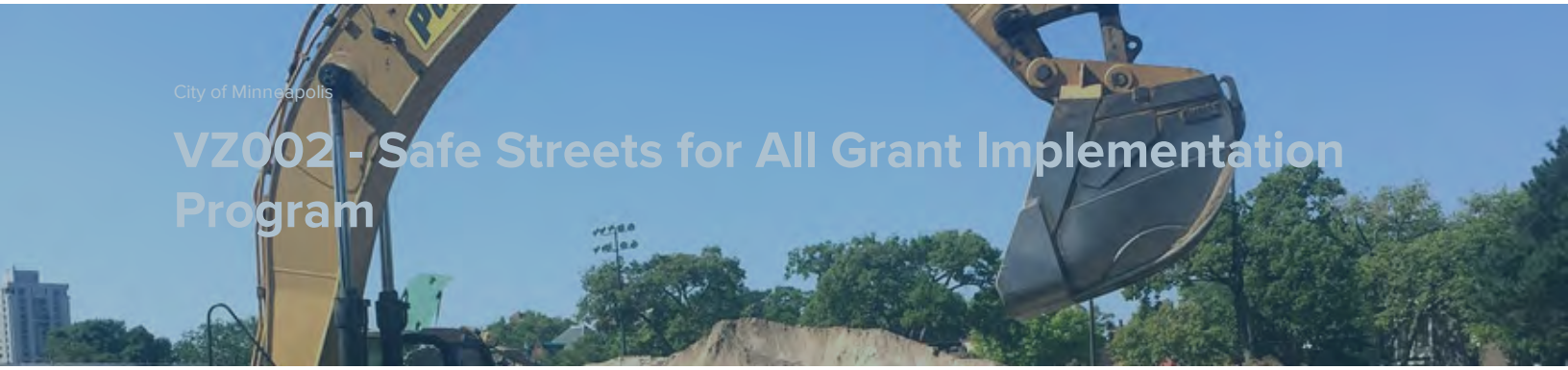
Transportation Equity Priority (TEP) Score Map



High Injury Streets (2022 Update)

Additional Information

Not Applicable.



City of Minneapolis

VZ002 - Safe Streets for All Grant Implementation Program

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 1 of 62
Submitting Agency: Public Works
Contact Person: Ethan Fawley
Contact Phone Number: (612) 394-3895
Contact Email: ethan.fawley@minneapolismn.gov
Website:
https://www.minneapolismn.gov/government/programs initiatives/visionzero
Prior year(s) funding amounts: $625,000
Total project cost (all years): $24,240,000

Project Location:

City Sector: Various Locations Citywide
Neighborhood(s) Located: Various Locations Citywide
Ward(s) Located: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

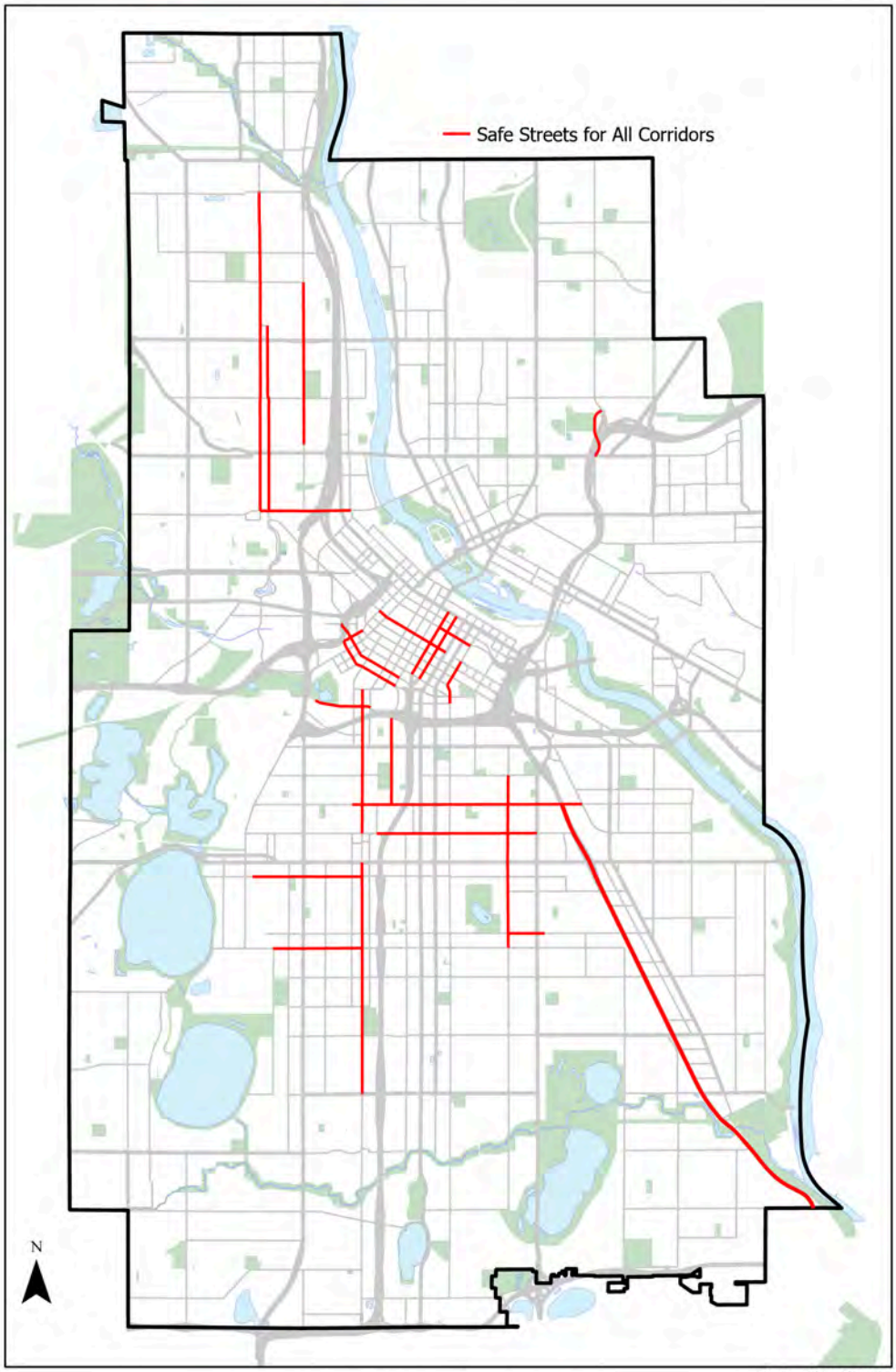
This program will install safety improvements on 25 miles of High Injury Streets and traffic signal safety improvements at more than 500 intersections. Treatments focus on systematically addressing the three leading factors in serious and fatal crashes in Minneapolis: drivers speeding, drivers turning (especially left turns), and drivers running red lights. Safety improvements will consist of treatments that have proven effective at eliminating crashes and encourage safer driving behaviors. Safety improvements may be provided through pedestrian safety islands and intersection medians, protected bike lanes and protected intersection safety treatments, lane safety conversions (road diets), intersection street lighting upgrades, 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. This program also includes supplemental road safety planning work, including, speed data collection and evaluation, traffic camera pilot development, quick-build safety treatment evaluation, and other related traffic safety evaluations.

Purpose and Justification

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 (updated in 2023) 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 systematic and permanent safety improvements on nearly all High Injury Streets not already planned for significant safety treatments.

Project Visuals and Map



Project Funding and Cost Breakdown

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
321000 - Federal Grantor Agencies	$500,000	$4,848,000	$4,848,000	$4,848,000	$4,848,000	$0	$0
321510 - Minn Depart Of Transportation	$125,000	$1,087,000	$1,087,000	$1,087,000	$1,087,000	$0	$0
REVENUES	**$625,000**	**$5,935,000**	**$5,935,000**	**$5,935,000**	**$5,935,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$125,000	$1,483,750	$1,483,750	$1,483,750	$1,483,750	$0	$0
CONSTC - Construction Costs	$325,000	$3,857,750	$3,857,750	$3,857,750	$3,857,750	$0	$0
GOVER - General Overhead	$175,000	$593,500	$593,500	$593,500	$593,500	$0	$0
EXPENSES	**$625,000**	**$5,935,000**	**$5,935,000**	**$5,935,000**	**$5,935,000**	**$0**	**$0**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
VZ002 is implementing the City's Vision Zero Action Plan and is adding safety improvements that will lead to the City's goal of zero traffic deaths by 2027. The condition of the existing asset or intersection being addressed is not measured in terms of remaining life, but how effectively it supports the City's goal of zero traffic deaths by 2027. Improvements made through VZ002 are designed to provide immediate and systematic mitigation for traffic safety related concerns via permanent infrastructure and roadway improvements.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The City recently completed an updated analysis to determine High Injury Streets. The City uses crash safety data to identify and prioritize traffic safety improvements through VZ002. This program will allow Minneapolis to deliver safety improvements on nearly all High Injury Streets as identified in the City's Vision Zero Action Plan not already planned for significant safety treatments as well as other streets with documented crash problems.

What is the expected useful life of the project/improvement?
The useful life of a concrete improvements span the rest of the useful life of the street (i.e., 20+ years). The condition of the existing asset or intersection being addressed in VZ002 is not only measured in terms of remaining life, but how effectively it supports the City's goal of zero traffic deaths by 2027.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
The VZ002 program is used to implement safety improvements that will lead to the City's goal of zero traffic deaths. Deferring funding for VZ002 would impact the City's ability to meet its Vision Zero goals of zero traffic deaths or severe injuries on City streets by 2027.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The City will use its existing maintenance budget to keep these improvements in good condition. See the Partnerships section for non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Safe Streets for All Program will allow Minneapolis to address increasing road safety challenges through systemically addressing the leading factors of serious and fatal crashes. The program will install treatments that have proven safety benefits. The 2023-2025 Vision Zero Action Plan includes an updated High Injury Street map, which includes 9% of city streets that had 66% of severe and fatal crashes from 2017-2021. The Safe Streets for All Program will deliver cost-effective safety improvements rapidly and systematically on nearly all High Injury Streets not already planned for safety treatments. The program strategically targets improvements at locations and on corridors that pose the highest risk of injury.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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 (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

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

The City secured a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation for $20,004,000 to deliver safety improvements on high priority projects and actions in the City's Vision Zero Action Plan. Additionally, the City received an Infrastructure, Investment, and Jobs Act (IIJA) grant from the Minnesota Department of Transportation (MnDOT) for up to $5,048,000 to service the match requirements for the SS4A federal grant.

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

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable.

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. VZ002 primarily targets intersections and portions of City streets that fall between a score of 3-4 as these streets have documented crash history and do not have asset conditions that necessitate an immediate street reconstruction.

Economic Development

Will the project contribute to growth in the City's tax base? No. 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.
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.
Yes, these projects will improve facilities for both pedestrians and bicyclists and will provide more safe conditions on Minneapolis Streets for all modes of transportation overall.

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. Final detailed treatments and designs will be determined by additional technical analysis, community engagement, and detailed design and engineering. Additionally, the Minneapolis Street Design Guide identifies design guidance for most Safe Streets for All improvements. This guidance and the Vision Zero Action Plan will be consulted in the project development process.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
The request will not change the current operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?
Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

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:
Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

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:
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.

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 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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis, result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality, and

locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.
- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to 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, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life."
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.0%
- Of Color: 37.3%
  - Black or African American alone: 18.4%
  - American Indian and Alaskan Native alone: 0.9%
  - Asian or Pacific Islander alone: 5.2%
  - Other alone: 0.6%
  - Two or more races alone: 5.0%
- Hispanic or Latino (of any race): 9.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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2. Maintain sidewalks and bikeways during the winter.
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1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
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The Safe Streets for All program include projects in all TEP area tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?
The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan

(VZAP). Additional equitable engagement will be performed on corridor projects and some citywide safety improvements implemented through this program.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

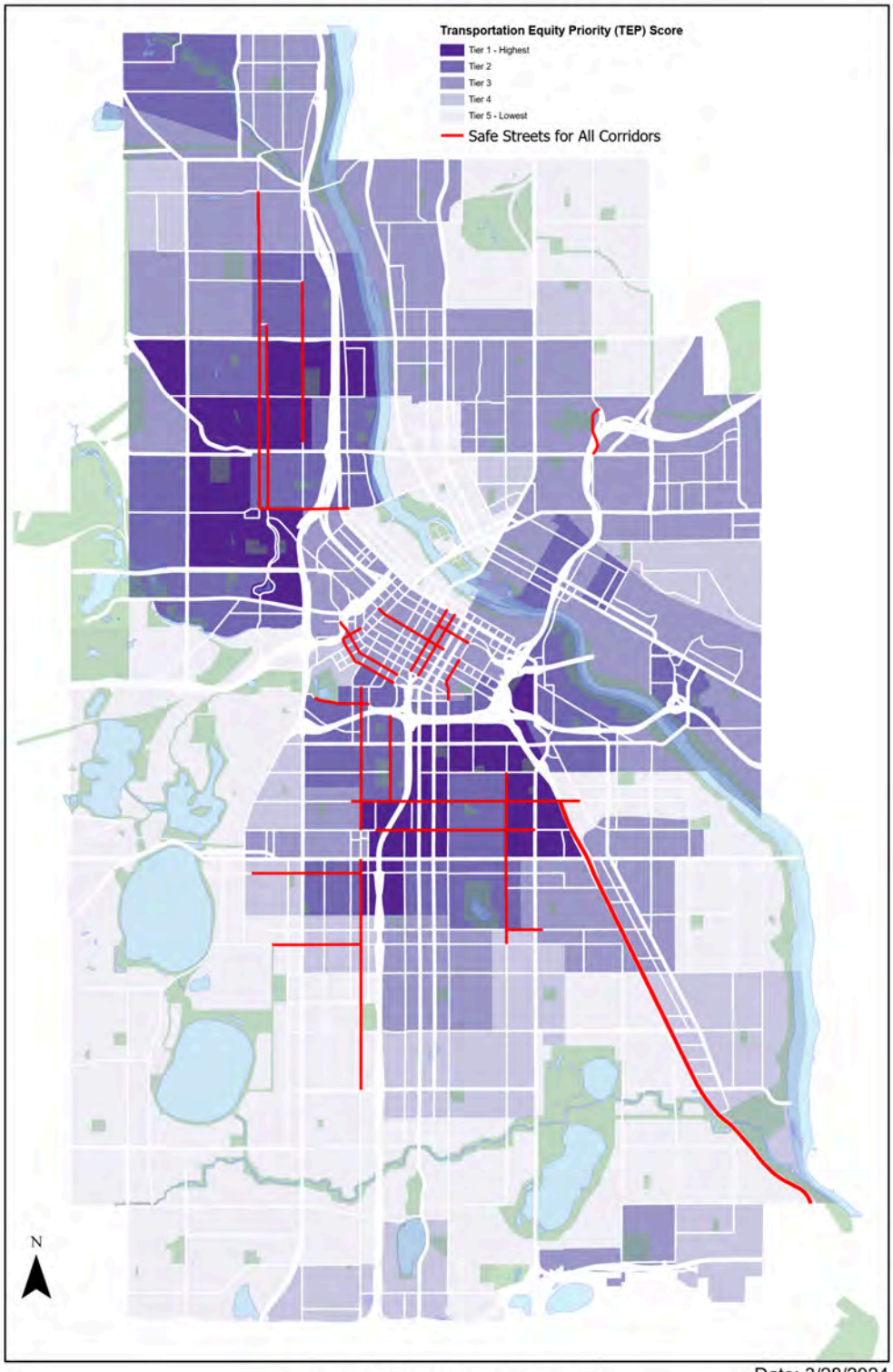
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



VZ002 Safe Streets for All

Additional Information

Not Applicable.



City of Minneapolis

WTR12 - Water Distribution Improvements

Project Details:

Project Start Date: 01/01/2014
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Yes
Current Phase: Planning & Construction
Level of Need: Critical
Department Priority: 1 of 15
Submitting Agency: Public Works - Water Treatment and Distribution Services
Contact Person: Marie Asgian
Contact Phone Number: 612-673-5682
Contact Email: marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior years funding amounts from 2014 through 2025 total $112,616,000.
Total project cost (all years): This is an on-going program that is funded annually.

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations throughout the city

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 maintenance holes, and 100,000+ water meters with automated reading devices. This system reliably delivers high quality drinking water with sufficient flow to provide fire protection to all those living, working, or visiting the City as well as 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.

The Distribution improvement program work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Replacement of hydrants, valves, maintenance holes, and meters are also included.

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-** 69% of the City of Minneapolis' 1,000 miles of water main are made of, originally, unlined cast iron pipe installed between 50 and 150 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. Cleaning and lining is a cost-effective method of renewing water mains to restore the volume of flow in the pipe available for fire suppression and to resolve discolored water issues without digging a trench in the street. 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. This is a permanent remedy that adds an estimated 50 years to the life of the water main.
- **Water main replacement or structural lining –** Although Minneapolis has one of the lowest rates 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 maintenance hole replacement-** Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the maintenance holes that house them are replaced at the end of their serviceable life. In addition to replacing valves and maintenance holes at individual locations to address issues, they are also replaced throughout water main cleaning and lining project areas as part of complete infrastructure renewal. Since valves and the associated maintenance holes are typically located at street intersections, the access holes for cleaning and lining are placed at valves to minimize the excavation by using the same hole for water main lining and the valve replacement.
- **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.

Of the allocation for WTR12, the largest percentage is spent on distribution system renewal by water main cleaning and lining. Prioritization of full water main replacement or structural lining are prioritized and incorporated into program on a year-to-year basis based on condition assessment or operational changes. Hydrant replacement, valve and maintenance hole replacements and meter replacement prioritization are straightforward as these are replacements in kind of water distribution system assets that are at the end of their service life. Since the rehabilitation needs of buried water main is not visible from the surface, the selection and prioritization of water main segments for cleaning and lining is less intuitive. For this reason, WTDS has included a more detailed explanation in this request.

Water Main Cleaning and Lining – Asset Renewal Prioritization

Background

Most of the City's 1,000 miles of water main is the original unlined cast iron pipe that was installed from the 1870s through the 1950s as the City developed. With one of the lowest water main break rates in the country (annually averaging 4 per 100 miles), most of the original water main is in structurally sound condition. However, like a cast iron skillet that hasn't been seasoned, the pipe develops surface rust that, while it is not structurally damaging, builds up on the inside of the pipe over the decades, constricting the flow through the pipe and intermittently resulting in rusty water at customers' taps.

The water distribution system has 656 miles of unlined cast iron pipes. Because of the volume and velocity of flow through the pipes, water mains larger than six- and eight-inches in diameter do not accumulate significant enough amounts of mineral deposits to constrict flow and result in discolored water at the tap. For that reason,

the primary focus of the water main cleaning and lining program is on the 509 miles of unlined six- and eight-inch water main.

Condition Assessment Metric
The thickness of the layer of mineral deposits in six-inch and eight-inch unlined cast iron water main affects both the likelihood/frequency of discolored water and the reduction in fire flow capacity. Residents that are tapped from an unlined water main with a small amount of buildup inside the water main will experience less frequent and less intense discolored water than residents tapped from a water main that is considerably constricted with buildup. Similarly, an unlined water main with a small amount of buildup will have a greater flow capacity than another same sized water main that is considerably constricted with buildup.

In the past, prior to having quantitative condition assessment data, water quality complaints of discolored water were used to identify candidate areas for water main renewal. This resulted in potential to underserve areas where residents were less likely to contact the City with complaints.

Water Treatment and Distribution Services has become more data driven and now uses asset management principles to evaluate water infrastructure and prioritize renewal and replacement. As part of this strategy, water distribution field operations crews collect condition assessment data using Geographic Information System (GIS) applications on mobile field devices during routine system maintenance activities. One set of data collected when crews are performing routine system flushing is hydrant flow. Hydrant flow testing measures the amount of water available to fight a fire from any given hydrant. Since the thickness of the layer of mineral deposit buildup on the inside walls of unlined cast iron pipe is proportional to both water discoloration issues and with loss of fire flow capacity, fire flow capacity can be used as a metric for both pipe performance and as a proxy for water discoloration. Locations for cleaning and lining projects in the City are now selected by comparing the hydrant flow data with the National Fire Protection Association (NFPA) guidelines for the type of properties served (residential, commercial, industrial).

Prioritization
Evaluation of the condition assessment data has resulted in three tiers of need, based on the amount of constriction in six-and eight-inch water mains. The water main to be lined are prioritized first based on their condition with other considerations as to which year the work is performed. These include:

- The water main system is a branched system wherein a twelve-inch main feeds an eight-inch main which feeds a six-inch main. For a lining project to effectively solve a flow or water discoloration problem, all six- and eight-inch pipes on that branch need to be lined.
- Coordination with City, County, and State roadway reconstruction projects is given consideration. If a water main lining project is on the five-year horizon in a location where street reconstruction is planned, the lining project may be moved up so that it will be complete prior to road reconstruction. Lower tier projects may be delayed so they do not occur in years immediately following street reconstruction projects.
- Communities, within the framework of Justice40, “that are marginalized, underserved, and overburdened by pollution.”

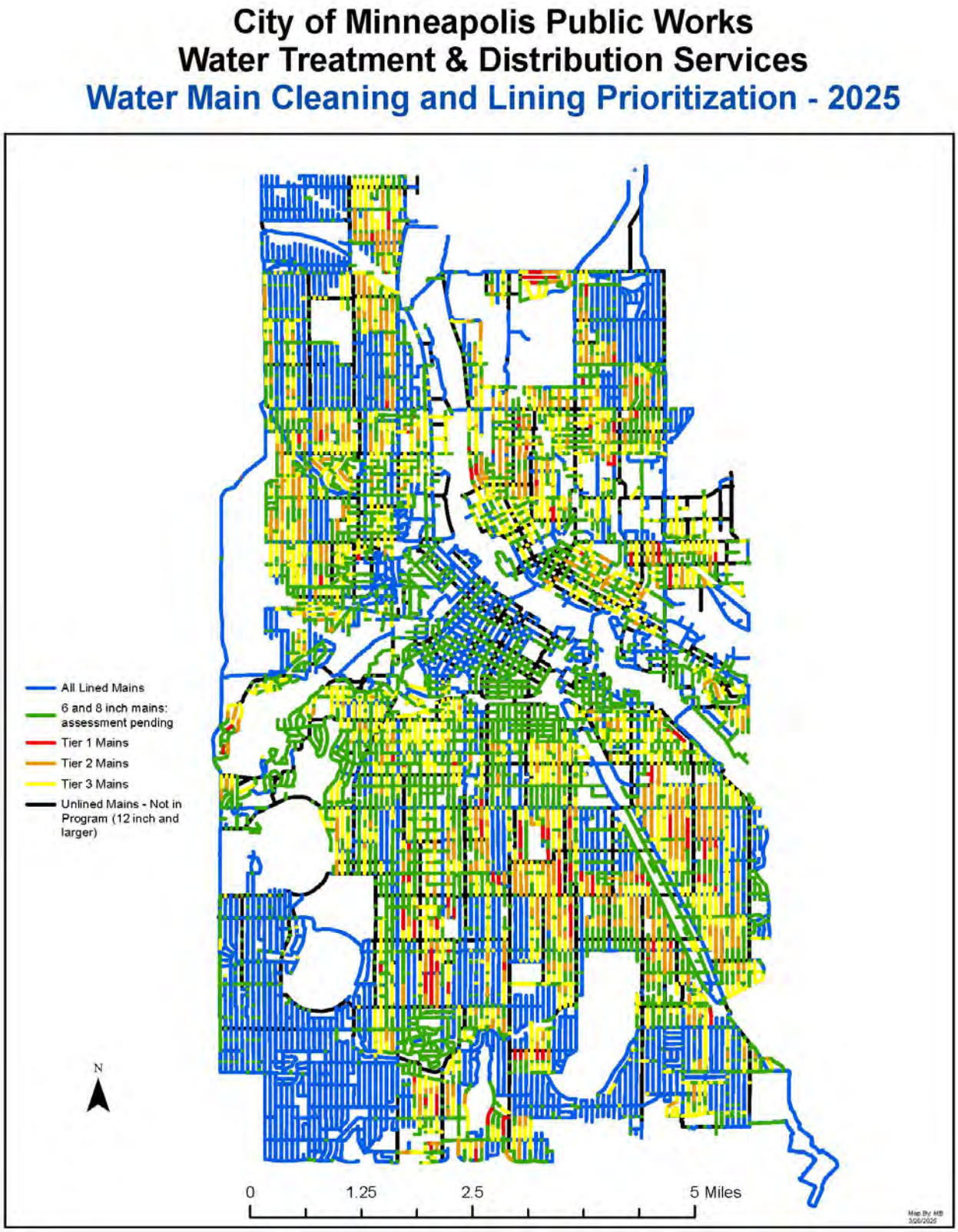
Funding
Current condition assessment data has documented the need to increase the amount of water main cleaning and lining performed each year. The Department appreciates that in 2021, CLIC identified that the program needed accelerated funding. To address this need, beginning in 2023, an ongoing increased level of funding was requested and approved for Water Distribution Improvements.

With the increased level of funding, beginning in 2024 the water main cleaning and lining program goal was set at 16 miles per year. At that level, water mains that have been identified (from condition assessment) as considerably constricted (first tier) can be lined by the end of 2026. Lining of water mains in the next tier of condition rating can be complete by the end of 2034 and all six- and eight-inch mains can be lined by the end of 2049.

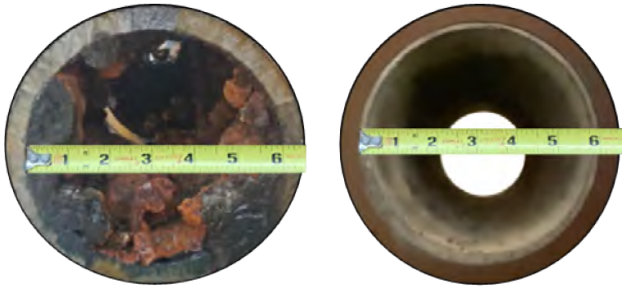
To maintain the amount of water main cleaning and lining at 16 miles per year, additional work has been needed by the Water Distribution staff in preparation, design and planning, and in the on-going support functions

throughout the annual construction season. As a result, $4,000,000 per year has been added to the WTR12 budget request for each year to account for this additional effort.

Project Visuals and Map



Water Main Cleaning and Lining



Inside of a water main before and after cleaning and lining.

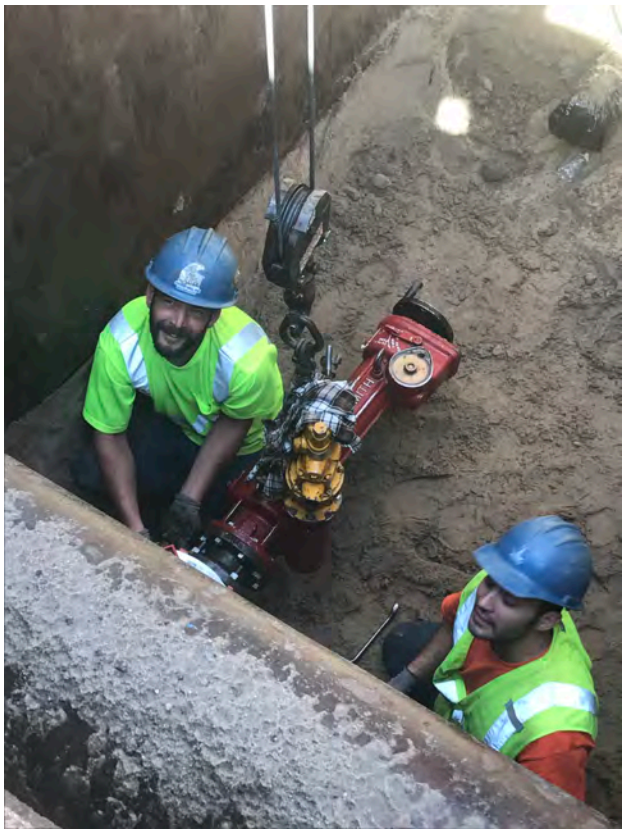
Water Main Structural Lining



Water Main - Structural Lining

Inside of a water main before and after structural lining.

Pipe tapping

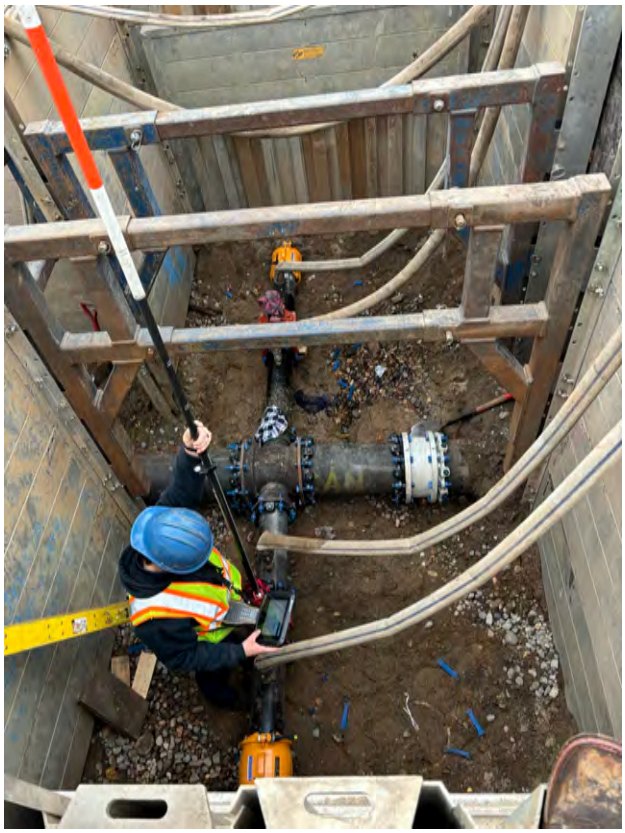


A work crew making a water service line connection to a water main.

Hydrant replacement



Installation of a replacement fire hydrant. Water mains are typically buried 8' below the street surface.



Building a new water main connection



Installing a new maintenance structure around a new gate valve

Project Funding and Cost Breakdown

WTR12

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$9,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000
395400 - Water Revenue	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
REVENUES	**$12,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**
Expenses							
DANDPM - Design and Project Management	$600,000	$800,000	$800,000	$800,000	$800,000	$800,000	$800,000
CONSTC - Construction Costs	$10,938,000	$14,585,000	$14,585,000	$14,585,000	$14,585,000	$14,585,000	$14,585,000
GOVER - General Overhead	$462,000	$615,000	$615,000	$615,000	$615,000	$615,000	$615,000
EXPENSES	**$12,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**	**$16,000,000**

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

For water main structural lining and for the replacement of meters, valves and hydrants, the remaining life of the asset is less than 10 years. For water main cleaning and lining projects, the pipe is structurally sound but due to the accumulation of rust nodules (called tubercules) the performance is so impaired in terms of firefighting capacity that the remaining life is zero.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The assets replaced or rehabilitated as part of this project are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as hydrants, valves, and meters, wear on the internal components occurs over time so age is factored in along with documented performance issues from maintenance crews. Components replaced as part of this project are operationally at or near failure. For water main, based on a Minneapolis water distribution system specific statistical study, age is not a factor for determining water main capital investment needs. Water main structural lining or replacement project locations are selected based on likelihood and consequence of failure parameters that include repeated history of leaks on a pipe segment, pipe bedding and social consequence of repeat failure. For water main cleaning and lining projects, project locations are selected based on hydrant flow testing data. The unlined mains are so constricted with mineral deposits that the flow does not meet guidelines for firefighting capacity. The existing performance of water mains scheduled for lining as part of this project, as measured by flow characteristics, is poor.

What is the expected useful life of the project/improvement?

50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence is social measures. Water main cleaning and lining restores adequate flow volume to water mains to sustain firefighting and improves aesthetic water quality by eliminating the source of discoloration. If a valve fails when a water main needs to be shut down for necessary work, the shut off needs to be extended to the next valve so that instead of perhaps two blocks of customers without water, four or six blocks would be without water. Water main replacement or structural lining is a remedy for water mains that are not structurally sound. Failure to perform this work will mean that residents and businesses that are served by the deficient water main will continue to endure chronic service interruption for unplanned repairs of water main breaks. Meters that are worn tend to under-report consumption, resulting in lost revenue for water that was consumed but didn't register on the meter.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. Long term operation and maintenance costs will be covered by water revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

In addition to the regulatory requirements, secondary, non-enforceable standards have been established under the SDWA for "water aesthetics" (https://www.epa.gov/sdwa/drinking-water-regulations-and-contaminants). These secondary standards include color and iron. At times, all properties that are tapped from the 509 miles of unlined six- and eight-inch diameter cast iron water mains likely experience discolored water when accumulated rust on the inside of the pipe goes into suspension. While not a health risk (per US EPA), the water is discolored and unappealing. Until all unlined cast iron water main is lined as part of WTR12, these secondary goals will not be met.

The National Fire Protection Association (NFPA) issues guidelines for fire flows from hydrants that are in residential, commercial, and industrial settings. The flow rate from a hydrant is completely dependent on the capacity of the water main that the hydrant is tapped from. Small diameter (six and eight inch) water mains comprised of unlined cast iron become constricted with built up rust nodules (called tubercules) that accumulate on the interior of the pipe. This impedes the volume of flow available for fire suppression. Approximately 184 miles of six- and eight-inch diameter unlined cast iron water mains are performing at less than minimum firefighting capacity goals and need to be cleaned and lined to restore sufficient capacity.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety

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:

As of March 2025, all funding for this project is planned to come from water enterprise revenue and bond funds.

Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If Minneapolis' WTR12 program qualifies for grants or forgivable loans, those funding sources will be pursued.

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.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means that assets meet service levels at an acceptable level of risk. The assets that are replaced or rehabilitated as part of WTR12 do not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, the assets will be replaced or rehabilitated to their expected useful life.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to lead to reduced operating and maintenance costs.

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

($10,000)

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

2026

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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.

Public Health: 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.

Built Environment & Transportation: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water and fire protection

Additional Information

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.



City of Minneapolis

WTR23 - Treatment Infrastructure Improvements

Project Details:

Project Start Date: 01/01/2014
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Yes
Current Phase: Planning, Design & Construction
Level of Need: Significant
Department Priority: 2 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Peter Pfister
Contact Phone Number: 612-661-4906
Contact Email: peter.pfister@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior years funding amounts from 2014 through 2025 total $43,000,000
Total project cost (all years): This on-going program is funded annually at $3,000,000

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations in Minneapolis and Fridley & Columbia Heights Treatment campuses

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 expected 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



Recently installed CO2 equipment



Sanitary lift station at



Pumps and pump starting equipment at pump station no. 5



Heating boilers at pump station no. 6



Mississippi River wall rehab



One of the many chemical tanks within the treatment process

Project Funding and Cost Breakdown

WTR23

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
395400 - Water Revenue	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
REVENUES	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**
Expenses							
DANDPM - Design and Project Management	$480,000	$480,000	$480,000	$480,000	$480,000	$480,000	$480,000
CONSTC - Construction Costs	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000
GOVER - General Overhead	$115,000	$115,000	$115,000	$115,000	$115,000	$115,000	$115,000
EXPENSES	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**

Asset Condition

Asset type:

Multiple sub-projects – generally Vertical Infrastructure with some Horizontal Infrastructure

Is this request a new capital project or an existing project?

Mostly Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Multiple sub projects / assets – varies. Many of the assets have passed their predicted useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

There are multiple sub projects / assets. Treatment Infrastructure Improvements Project rehabilitates/replaces assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable. Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The assets replaced or rehabilitated as part of this project are variable in their type, age, and function, and are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as pumps and valves, wear on internal components occurs over time so age is factored in by itself as an indicator of remaining service life, in addition to performance degradation or more frequent maintenance.

What is the expected useful life of the project/improvement?

Multiple sub projects / assets. Expected useful life varies.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The sub-projects involve assets with varying levels of condition and consequence for deferred construction / replacement. The sub-projects are generally prioritized to include assets that carry the most business risk exposure, a concept which takes into account the consequence of failure and the likelihood of failure for a given asset.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

No non-city funding sources, assets will be maintained using Water operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

There are numerous codes and standards that govern the design and construction of our assets, some examples include:

- American Water Works Association (ANSI/AWWA) Standards set forth minimum requirements in terms of material quality, design strength and performance, quality control/quality assurance, and other relevant standards for equipment, systems, and chemicals to be used in treatment and distribution of drinking water, such as pipe, valves, hydrants, treatment chemicals, etc. Older assets may not comply with new versions of these standards or to standards created subsequent to the implementation of a new standard.
- Recommended Standards for Water Works (10-State Standards) set forth recommended engineering design of water treatment and distribution systems.
- National Electric Code sets forth requirements for the safe design, operation, maintenance, repair, and testing of electrical components. Older equipment and facilities often do not meet current NEC standards or make it more difficult to comply with them, and as projects are designed and constructed, these issues can be addressed.
- Occupational Health and Safety Administration (OSHA) Standards provide requirements for design of safe facilities in regard to such issues as fall protection, working clearances, machinery guarding, etc. Older equipment and facilities often do not meet current OSHA standards, or make the standards more difficult to comply with, and as projects are designed and constructed, these issues can be addressed.
- Chlorine Institute Standards provide requirements for the safe handling, storage, and use of chlorine, in the City's case for disinfection of water.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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:

All funding for this program is planned to come from water enterprise revenue.

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

None finalized. Custom efficiency rebates (electric power savings) from Xcel Energy are applied for where applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable, projects take place inside water treatment plants / property.

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

Generally 3, but varies among sub projects.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There are a variety of different sub-projects within this project. Some of them address assets at the end of useful life or otherwise in poor condition that require undue amounts of maintenance. These subprojects will reduce maintenance costs. Other subprojects are more geared toward improving things such as ease of operation, efficiency, and safety of existing processes.

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

$0

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

Not applicable

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 City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sub-Projects under this Project will benefit the entire City as well as wholesale customers.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

None – projects are generally internal to the water treatment campus and facilities.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

The projects are essential to providing safe and reliable drinking water and fire protection equally to all residents.

Additional Information

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.



City of Minneapolis

WTR27 - Automated Meter Reading Technology

Project Details:

Project Start Date: 01/01/2016
Estimated Project Completion Date: 12/31/2027
Ongoing Program: No
Current Phase: Construction
Level of Need: Significant
Department Priority: 3 of 15
Submitting Agency: Public Works - Water
Contact Person: Marie Asgian
Contact Phone Number: (612) 673-5682
Contact Email: marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amount: $250,000 in 2016, $2,620,000 in 2017, $5,200,000 in 2018, $4,690,000 in 2019, $1,500,000 in 2020, $2,200,000 in 2021, $1,200,000 in 2022, $740,000 in 2023, $2,700,000 in 2024, and $1,300,000 in 2025.
Total project cost (all years): $25,600,000

Project Location:

Address: Citywide
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Citywide

Project Description

This project replaces the automated water meter reading (AMR) technology used to report customer water usage to the City's utility billing system and implements a cloud-based 'smart cities' software solution to collect and manage meter reading data. This project was initiated in 2017 because the batteries of most of the automated meter reading devices were at the end of their 20-year life expectancy.

Purpose and Justification

This project replaces and upgrades the AMR technology. AMR devices are separate from the meter but connected to the meter with wiring. The Water Treatment and Distribution Services Division (WTDS) owns approximately 103,000 water meters and AMR devices (located inside the water customer's building at the basement level where the water service line enters the property).

The water usage data collected monthly from the AMR devices are used to produce over 1.2 million utility bills each year. The benefits of this project are twofold: 1) end of life replacement of the AMR equipment; and 2) enhanced services to City water customers.

The existing AMR system has been in place for 20 years and is due for replacement and upgrade. Most of the AMR devices are at the end of their 20-year battery life expectancy and need to be replaced before the battery

dies and the AMR stops reporting. When automated meter reading devices stop reporting, the billpayer is issued an estimated bill. In cases where the reporting device stopped reporting, the meter continues to record usage. Customers may face unforeseen hardship if actual consumption exceeds the estimation when the device is eventually replaced.

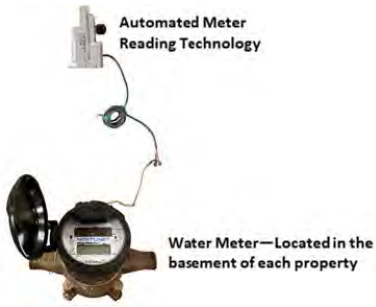
The initial plan included replacing all residential water meters in addition to the AMR devices. With no established industry standards for residential water meter replacement most utilities replace them on a 20 year +/- schedule. During the project, WTDS decided to initiate a study to evaluate the remaining useful life of Minneapolis residential water meters. Using a statistician's prescribed methodologies, a random sample of water meters removed from homes were tested by WTDS using standard meter testing protocols. The meter accuracy testing results showed that the internal mechanics of the meters had not significantly degraded during the past 20 years and their expected useful life could be extended. Minneapolis' quality water is believed to have contributed to the lack of meter degradation and resulting extended useful life.

In early 2020, this project was paused. When it resumed in 2023, just the AMR devices are being replaced and not the water meters. This is a data-based decision rooted in asset management principles and will result in substantial overall cost savings for the utility.

Not replacing the water meter will allow installers to complete twice as many AMR device installation per day resulting in a 50% reduction in city labor costs for the project.

Project Visuals

Photo of automated reading device and water meter





A Water Distribution Operator working on a water meter

Project Funding and Cost Breakdown

WTR27

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$1,300,000	$1,300,000	$1,900,000	$0	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$1,300,000**	**$1,300,000**	**$1,900,000**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$65,000	$65,000	$95,000	$0	$0	$0	$0
CONSTC - Construction Costs	$1,185,000	$1,185,000	$1,732,000	$0	$0	$0	$0
GOVER - General Overhead	$50,000	$50,000	$73,000	$0	$0	$0	$0
EXPENSES	**$1,300,000**	**$1,300,000**	**$1,900,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type: IT and Equipment

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Most of the existing AMR devices have been in place for over 20 years and are due for replacement / upgrade. The devices are at the end of their 20-year battery life expectancy and need to be replaced before they stop reporting.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Devices are functional until the end of their 20-year battery life. Based on installation date recorded in the Utility Billing system, many of the devices are at the end of their life expectancy.

What is the expected useful life of the project/improvement?

20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this project is not funded, the AMR device batteries will die before the meter reading devices are replaced. Without a working battery, the devices will not report actual usage data from the water meter and customers will be billed for estimated use. After three months without an actual meter reading, City Ordinance requires water meter readings to be collected manually. Staff would need to physically go to the property and the customer would need to allow them entry to the premises to manually read the meter. We do not have enough staff to collect manual reads and operational costs would skyrocket if we returned to door-to-door manual meter reading.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Once installed, the AMR devices require minimum maintenance and are “run to failure” until the battery dies. With an estimated battery life of 20 years, a similar replacement capital program will be required in 20 year’s time. There are no non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Per City Ordinance 509.880. - Meter reading, “Readings of all meters used for determining charges shall be attempted at least once every month.” We are currently meeting this standard but will not be able to stay ahead of device failure rates if life cycle replacements are not performed. AMR devices allow meter readings to be collected remotely without entering the property. Without these devices, we would need to manually capture the meter readings and we do not have enough staff to collect manual readings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means actual water meter readings are collected monthly and transmitted by automated meter reading devices for all 103,000 water meters. Replacing AMR devices ahead of battery life failure allows us to continue obtaining over 99% actual monthly meter readings through remote devices resulting in 1.2 million water bills a year. Automated meter reading technology is either working (score of five) or not (score of one). At present, the assets are at a five but as the battery life is expended over the next five years, an increasing number of devices will fail and become a score of one.

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:

All funding for this project is planned to come from water enterprise revenue and bond funds.

The City of Minneapolis Surface Water and Sewers Division contributes to the capital and operations and maintenance expenses of customer meters in the form of an annual transfer payment.

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

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Cost neutral

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

$0

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

The cost of operating and maintaining the automated water meter reading technology is the same since the new devices that are a part of this project are a replacement in kind.

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

Planning for no net change in operating cost.

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

Not new infrastructure, replacing existing infrastructure. Planning for no net change in operating cost.

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 in the construction phase. Upgraded technology has been installed in many homes and work will be ongoing until completion. Since this project requires entry into every property in the city to replace equipment in the basement, COVID19 has impacted the schedule. Project completion is now estimated to be at the end of 2027. At this time, no increase in overall project budget is anticipated.

Prior year remaining bond authorizations will be used in 2026 on installations and upgrades.

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 is managed by geographic 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 legacy system and the new AMR system) need to be maintained including software and data collection hardware maintenance and support agreements.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: Among the benefits are improved customer service and readily available consumption data that will promote water conservation. These benefits provide a better overall service to all our customers.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods impacted.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All customers benefit from billing metered water consumption monthly. Customers can see the difference in their bill for metered consumption when they conserve water. While this does not address equity, all customers benefit from water revenue collection to fund the treatment and distribution of safe drinking water with pressures and flows available for fire suppression.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses when water service will be impacted by project activities. All entries into properties to service water meter reading devices are scheduled with the customer. Most customers willingly allow access when the city uses a good customer service approach.

Analysis

How does the outcome for this project help the city achieve racial equity?

While this project does not specifically help the city achieve racial equity, it provides a stable use-based revenue stream that funds the ability to treat and distribute safe drinking water to all properties with pressure and flows for fire suppression.

Additional Information



City of Minneapolis

WTR29 -Columbia Heights Campus Upgrades

Project Details:

Project Start Date: 01/01/2017
Estimated Project Completion Date: 12/31/2031
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 7 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Peter Pfister
Contact Phone Number: 612-661-4906
Contact Email: peter.pfister@minneapolismn.gov
Website:
Prior year(s) funding amounts: $2,000,000 in 2017, $250,000 in 2018, $450,000 in 2019, $510,00 in 2020, $0 (zero) in 2021, $450,000 in 2022, $1,500,000 in 2023, $1,100,00 in 2024, and $0 (zero) in 2025.
Total project cost (all years): $24,160,000

Project Location:

Address: 4500 Reservoir Boulevard
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Columbia Heights Treatment campus

Project Description

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. This program implements 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 need is to remove the open reservoir from service due to reservoir structural deterioration and water quality concerns. The open reservoir receives water pretreated at the Fridley campus. 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). From 2017 to 2022 the focus had been on access, hydraulic evaluation, and rehabilitation of an existing drain line for this purpose. Future project direction costs will be guided by a campus wide treatment train evaluation and study that was completed in 2024.

In addition to the future projects needed as part of the treatment process, the Membrane Plant is now 20 years old and an evaluation of the plant roof was performed in 2023. From that evaluation, it was determined that a near term project is needed to fully replace of the Membrane Plant roof.

Purpose and Justification

Currently, all water pretreated at the Fridley water treatment campus and pumped to the Columbia Heights campus for treatment at the Columbia Heights Membrane Plant, flows through the Open Reservoir. The Open Reservoir has several concerns, including structural deterioration, vulnerability, and recurring water quality issues. The structure and liner system installed in the early 1990's are showing signs of deterioration. Spent membrane filter wash water 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.

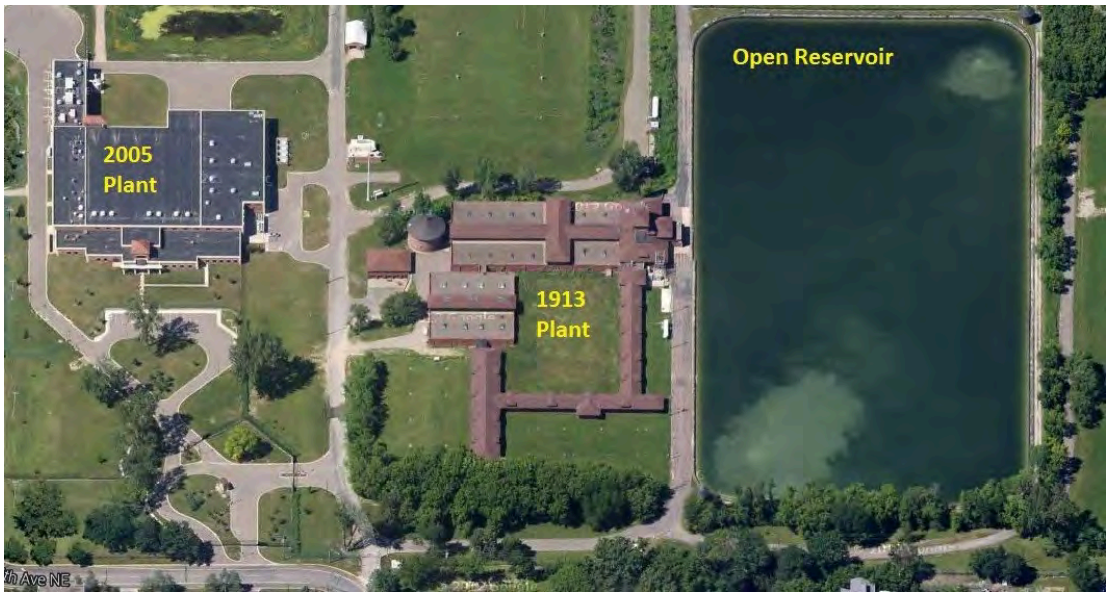
A system-level condition assessment of the treatment system at the Columbia Heights campus has been performed and a draft technical memorandum that provides guidance towards a restoration, repair and replacement of components has been received.

As the timeline to complete these future projects is expected to span 10 years or more, the existing Membrane Plant will continue as the only treatment process at Columbia Heights. The flat roof has several areas showing signs of deterioration, roofing membrane delamination and rainwater infiltration points. For the Membrane Plant to continue its operation, the roof will need to be replaced.

An RFP will be issued in 2025 to further develop future project scopes based on the completed study.

Project Visuals

Overview of Columbia Heights Campus





The Columbia Heights Filter plant and open reservoir

Project Funding and Cost Breakdown

WTR29

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$0	$0	$1,100,000	$2,800,000	$8,000,000	$6,000,000	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$1,100,000**	**$2,800,000**	**$8,000,000**	**$6,000,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$0	$0	$176,000	$448,000	$1,280,000	$960,000	$0

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
CONSTC - Construction Costs	$0	$0	$882,000	$2,244,000	$6,412,000	$4,809,000	$0
GOVER - General Overhead	$0	$0	$42,000	$108,000	$308,000	$231,000	$0
EXPENSES	**$0**	**$0**	**$1,100,000**	**$2,800,000**	**$8,000,000**	**$6,000,000**	**$0**

Asset Condition

Asset type:

Both horizontal (pipelines) and vertical infrastructure (facilities)

Is this request a new capital project or an existing project?

Existing.

If the project is an existing asset, what is the observed remaining life of the asset?

The open reservoir has reached the end of its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Fair to poor: structural deterioration, not meeting operational performance requirements.

The Columbia Heights Campus Upgrades project rehabilitates and/or replaces assets in the division's water treatment infrastructure.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The open reservoir is deteriorating over time, no sudden or catastrophic failures are imminent. The existing treatment process sequence remains the same as it has been for the past 18 years but improvements are warranted based on water quality considerations. Existing systems are becoming inadequate with respect to current operational performance requirements. Additional maintenance monies put into the existing system will not address the issues.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Funding for this program is planned to come from water enterprise revenue and bond funds. Opportunities for federal funding under the Infrastructure Investment and Jobs Act administered via the Minnesota State Drinking

Water Revolving Fund will be determined as specific projects are identified. Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Safe Drinking Water Act requirements. Existing process meets all water quality requirements but there are imminent cyanotoxin concerns due to algae growth.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level will include: robust storage, pipeline, and, if necessary, pumping systems that convey softened water to the Columbia Heights campus and spent membrane wash water to Fridley campus for recycling.

The existing infrastructure is at service level 3.

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:

As of March 2025, all funding for this program is planned to come from water enterprise revenue and bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.

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

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Elimination of the Open Reservoir from the treatment process sequence will result in reduced operating costs.

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

Reduction in chemical use is anticipated with cost savings dependent upon chemical unit pricing.

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

When the project is complete, tentatively targeted for 2031.

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:

2017 – 2020: Rehabilitation and construction of vaults to access key drain line and softened water force mains
2018 – 2019: Replacement of CHFP pretreatment chemical storage and feed system
2020: Cleaning of drain line and feasibility study for drain line rehabilitation
2021 – 2022: Update of prioritized improvement plan and program cost (outside of capital program)
2023 – 2024: Perform a high level analysis of the Columbia Heights treatment process
2024 - 2025: Perform a more detailed condition assessment of the high-risk assets as determined from the high level analysis:
2026 – 2031: Design and perform work as needed to those high-risk assets to ensure continued treatment operations

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 possible to adjust expenses between years.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses when water services will be impacted by projects activities. Explain what is involved in producing safe drinking water through tours and/or videos.

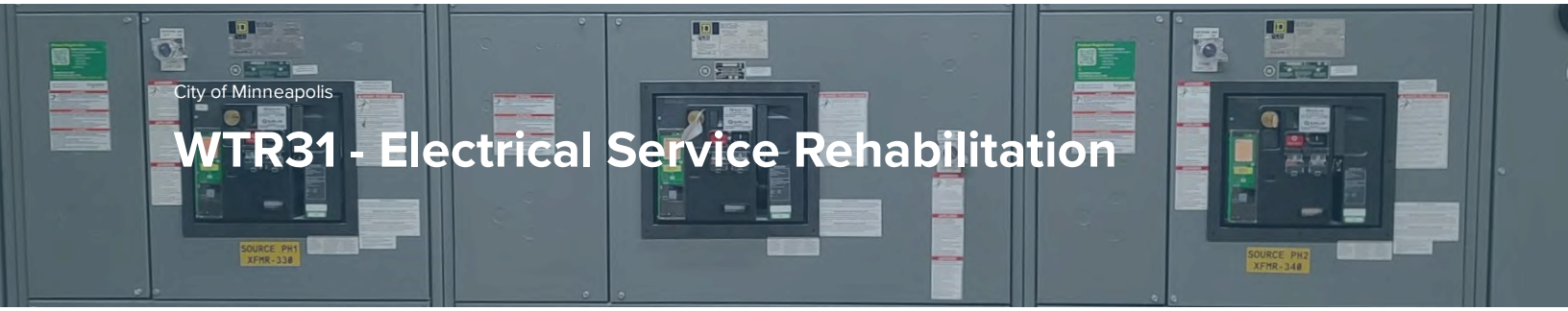
Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

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-evaluated.



City of Minneapolis

WTR31 - Electrical Service Rehabilitation

Project Details:

Project Start Date: 01/01/2018
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Construction
Level of Need: Significant
Department Priority: 4 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Chris Larson
Contact Phone Number: 612-661-4903
Contact Email: christopher.larson@minneapolismn.gov
Website:
Prior year(s) funding amounts: $2,000,000 in 2019, $2,000,000 in 2020, $2,800,000 in 2021, $9,700,000 in 2022, $6,950,000 in 2023, $3,600,000 in 2024, and $2,250,000 in 2025.
Total project cost (all years): $30,300,000

Project Location:

Address: 4100 Marshall Street NE
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus

Project Description

The project has rehabilitated the incoming electrical service equipment at the water treatment campus in Fridley and the raw and primary finished water Pump Station 5 (PS 5). The remaining electrical components and systems vary in age from 40 to 90+ years. The project has replaced Switchgear, Motor Control Centers, Transformers, electrical duct bank, main Bus-bar conductors and supporting equipment and materials. The new system includes modern controls and communications to improve efficiency. The new equipment also includes provisions for future connections to alternative and renewable energy sources.

The remaining projects within the Electrical Rehabilitation Master Plan are improvements to Pump Station 6 (PS 6) to improve the redundancy and to replace motor starters and medium voltage cables that are in poor condition, improvements to the Dewatering Plant and the Fridley Filter Plant to improve the medium voltage cabling system and switchgear.

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 had worked effectively for such a long time but many of the components were nearing the end of their life as documented by initial detailed condition assessments. Modern

electrical equipment that has been installed includes 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

Overview of south half of the Fridley campus including Pump Station 5 (left) and Fridley Softening Plant (upper middle)





New electrical gear being installed.



Switchgear inside one of the powerhouses.

Project Funding and Cost Breakdown

WTR31

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$2,250,000	$1,000,000	$0	$0	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$2,250,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$360,000	$160,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$1,803,000	$802,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$87,000	$38,000	$0	$0	$0	$0	$0
EXPENSES	**$2,250,000**	**$1,000,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Medium voltage equipment at Fridley Campus that hasn't been replaced yet is at or past the end of its effective life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Minneapolis Water has experienced multiple outages on the medium voltage service cables originally installed in 1928. Two metering cabinets have also required equipment replacement due to maintenance not being performed. Three aged motor starters have failed, and there are no longer replacement parts available.

What is the expected useful life of the project/improvement?

30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

A majority of the projects within the Electrical Rehabilitation Master Plan have been completed. The remaining components, at the Dewatering Plant and at the Fridley Filter Plant, are in poor condition and in need of replacement.
Operational risk of not being able to power the Dewatering Plant and/or the Filter Plant exists if the project is deferred or canceled.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is provided by bond funds. Over the long-term, operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act (SDWA). Electrical infrastructure at the Fridley campus powers the treatment processes necessary for regulatory compliance. The Minnesota Department of Health requires sustained pressure in the distribution and the National Fire Protection Association (NFPA) guidelines for fire flows/fire protection. These flows and pressures are maintained by high-service pumping infrastructure on the Fridley campus.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level entails: minimum of 35 psi water pressure provided, energy use optimized and assets able to meet service levels at an acceptable level of risk.
Previously, the service level was listed as a 2. The project is nearing completion and is on track to meet the goal of a 5. The current level of service is 4. Water pressure is able to be maintained but there are still areas of risk that are present which are to be addressed.

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:

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 and design are shared with Xcel Energy should they want to do repair or upgrade work without causing additional shutdowns on individual service lines.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Operating costs are maintained.
Present equipment is difficult to safely maintain without major interruption to operation. With redundant switchgear, maintenance can safely be performed without interruption to operations. Electricians' labor can be shifted from reactive repair and capital project support to proactive maintenance.

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

Optimized inspection and preventative maintenance strategies may warrant additional staffing in future years with associated labor costs. Increased energy efficiency may decrease overall power usage and associated costs slightly.

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

Additional inspection activities bagan in 2024.

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. An increase in electrician staffing levels may be warranted in the future.

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:

2019 – 2020: Raw/Finished Water Pump Station Starter Replacement: Design
2020 – 2021: Procurement
2021 – 2024: Construction
2021 – 2022: Main Campus Switchgear Replacement: Procurement
2022 – 2023: Design and Construction
2023 – 2024: Fridley Softening Plant 480V Electrical Service -Design and Procurement
2023 - 2024: Construction
2023 – 2024: North Campus Switchgear and Electrical Service - Design and Procurement
2025: Design and Construction
2023 – 2026: Miscellaneous prioritized electrical improvements

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 schedule of the electrical distribution system is set to ensure continuity of operations.

Minneapolis City Goals

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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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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.

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 Electrical Services Rehabilitation project will create possibilities for connecting renewable energy.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

The project has been able to progress with no impact to City residents due to planning and project phasing. By integrating backup generators and utilizing the existing water storage structures, the City has been able to maintain distribution system water pressure while working on the treatment campus electrical system.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

Electricity is required to power pumps to move water and for treatment process equipment to operate. Ensuring reliability of the electrical system supports the reliability of the water service. Installing infrastructure to allow pump optimization will allow the City to decrease its monthly energy costs, and make the City a better steward of existing resources and the environment.



City of Minneapolis

WTR32 - Softening Plant Chemical System Improvements

Project Details:

Project Start Date: 01/01/2019
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 5 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Dale Folen
Contact Phone Number: 612-661-4908
Contact Email: dale.folen@minneapolismn.gov
Website:
Prior year(s) funding amounts: $2,000,000 in 2020, $25,000 in 2021, $1,675,000 in 2022, 10,150,000 in 2023, $7,500,000 in 2024, and $500,000 in 2025.
Total project cost (all years): $30,950,000

Project Location:

Address: 4100 Marshall Street NE
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus – Water Softening Plant

Project Description

The water softening plant is a vital part of the treatment system that takes water from the Mississippi River and transforms it into high quality drinking water. This project focuses on replacing and improving outdated chemical feed systems that make the softening plant work. The most significant chemical added in the softening plant is calcium hydroxide, which removes water hardness minerals and the natural organic matter (plant matter) that is in the flowing river. Calcium hydroxide is formed in the plant by adding water to a material called "Lime" (which comes from limestone, a calcium-rich natural mineral). The mixing process is called slaking, and the machines that perform the mixing are called Lime Slakers.

Other chemical feed systems at the softening plant that need replacement are the Alum storage and feed system and the Powdered Activated Carbon storage and feed system.

Purpose and Justification

Removing the natural organic matter from the water is important because this reduces the development of disinfection by-products that would otherwise occur in the following treatment steps to prepare the water for drinking. The mineral removal is important because it reduces cost for all customers because they do not need to purchase or operate a home water softener. The softening process is also an important part of producing a stable water that does not cause corrosion of lead and copper in customers' home plumbing.

Currently, there are six lime slakers in use at the softening plant. The existing slakers are near the end of their serviceable life. Maintenance frequency has increased, replacement parts are limited in availability, and controls are obsolete. The project will replace existing slakers with a new batch slaking system. The batch slaking system will provide accurate lime dosing, substantially reduce annual maintenance efforts and cost. Lime storage is done with multiple bins, which are concrete containers that are located on the second floor of the softening plant. The slakers are supplied from active storage bins with limited capacity. There are secondary storage bins, adjacent to the active bins, which amount to a total capacity of about one month of storage, which is near the industry standard. However, the secondary bins require manual transfer to the active storage bins before that lime can be used. This manual transfer of the chemical has inherent safety risks and requires extensive labor (using personal protective equipment), mechanical equipment, and electrical power. The project will include new outdoor storage silos to replace the existing lime storage facility. The new silos will have a total capacity to provide at least 30 days of lime usage, and have an automated system to transfer the entire volume to the feed equipment.

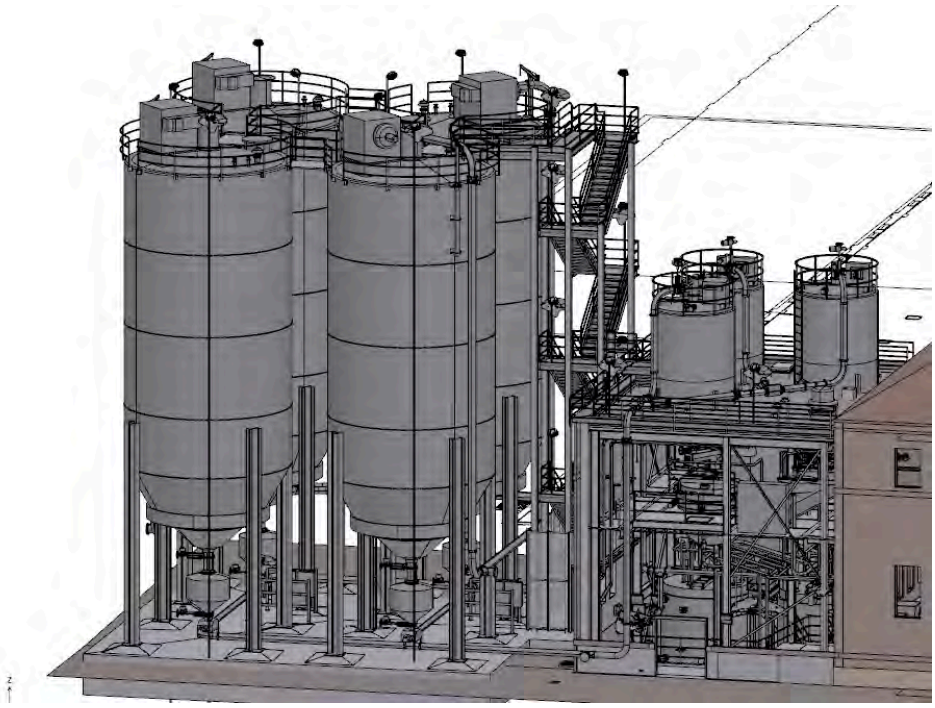
The existing system that transfers lime from rail cars or trucks to the storage bins was installed in 1940s. The system has required frequent repairs and is near the end of its service life. The proposed project will include a new lime transfer system that is automated to improve operator safety and minimize labor.

Additional funds have been added to the budget for the years after the lime system replacement. The second vital chemical used at the softening plant is called Alum. This is a coagulant, which aids the treatment process by causing small particles in the water coagulate into larger particles that will settle out of the water. The storage tank for Alum is over 50 years old, and only holds a few days of needed chemical during summer days, causing resiliency concern. The related feed equipment is nearing end of life, so condition assessment and replacement planning is appropriate.

The third important chemical used at the softening plant is Powdered Activated Carbon (PAC), which is used to remove taste and odor from the water flowing to the filter plant on the Columbia Heights campus. The Storage tank for PAC is over 60 years old and should have a structural evaluation. The nearby structure is being rehabilitated during 2024. The feed equipment is nearing end of life, so condition assessment and replacement planning is appropriate.

Project Visuals and Map

The project is located on the water treatment campus in Fridley. The existing permanganate building at FSP will be repurposed to house the new batch slaking system. The new storage silos will be constructed north of the existing permanganate building. The new lime transfer system will be located in the existing track trestle area.



The image above is from a three-dimensional model of the system during design phase.



Project Funding and Cost Breakdown

WTR32

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$500,000	$100,000	$7,000,000	$1,500,000	$500,000	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$500,000**	**$100,000**	**$7,000,000**	**$1,500,000**	**$500,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$80,000	$16,000	$1,120,000	$240,000	$80,000	$0	$0
CONSTC - Construction Costs	$401,000	$80,000	$5,611,000	$1,202,000	$401,000	$0	$0
GOVER - General Overhead	$19,000	$4,000	$269,000	$58,000	$19,000	$0	$0
EXPENSES	**$500,000**	**$100,000**	**$7,000,000**	**$1,500,000**	**$500,000**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Lime Storage and Feed system - 2 to 3 years
Alum Feed System - 4 to 7 years
Alum Storage - already obsolete
Powdered Activated Carbon Feed system - 4 to 7 years
Powdered Activated Carbon Storage - uncertain

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing Lime Storage and Feed System has a high Likelihood of Failure (LOF) score. Frequent repairs have been needed to keep the system operational, the equipment is near or past the typically expected life span, and repair parts are sometimes not available, so specialized fabrications are needed. The Consequence of Failure (COF) is very high. The softening process is vital to the water treatment process, performing the dual role of mineral removal and removal of natural organic matter, and described above. The existing storage system also has an increased COF due to the safety concerns for the employees.

The existing Alum Storage System has a high Likelihood of Failure (LOF) score. The Consequence of Failure (COF) is very high. The small storage volume makes the plant vulnerable to interruptions in trucking deliveries. Without Alum, the softening plant will not function properly. The Alum Feed equipment has a medium LOF and COF scores due to redundancy, but equipment is aging. The existing Powdered Activated Carbon storage and feed system have a medium LOF score and a medium to high COF score.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure score are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

Lime Storage and Feed system - 25 to 40 years
Alum Feed System - 10 to 15 years
Alum Storage - 20 to 30 years
Powdered Activated Carbon Feed system - 10 to 15 years
Powdered Activated Carbon Storage - 20 to 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The existing slakers and lime storage and transfer system are near the end of their service life requiring extensive maintenance work. The 2021 maintenance cost for the system is approximately $170,000. Deferring this project would result in annual maintenance cost exceeding $200,000, possible system failure, and unacceptable risk to the utility's ability to produce safe drinking water.

Alum and Powdered Activated Carbon are vital to the production of high-quality water.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act. (SDWA). The U.S. Environmental Protection Agency (USEPA) sets safe drinking water standards through the SDWA. These standards limit the amount of specific contaminants allowed in drinking water. Minneapolis Water Treatment and Distribution Services distributes safe, high-quality drinking water meeting USEPA drinking water standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk. The existing infrastructure is at service level 2 with the goal of meeting service level 5 after project completion.

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:

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The operating and maintenance costs will be reduced.

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

The estimated annual maintenance cost for the new lime system is approximately $70,000, a 60% reduction from current annual maintenance cost. The new lime system will also have more efficient use of chemical. Expect to have 10% reduction in lime use decreasing the annual chemical cost from $2M to $1.8M.

Alum and Powdered Activated Carbon operational costs will not change due to their updates and renovation.

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

2027

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

Replacement of the existing equipment will reduce the labor and materials cost of the on-going repairs. 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, and space utilization are anticipated to result in more efficient operation and maintenance with a corresponding reduction costs.

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

Not applicable, costs are 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:

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 – 2024: Preliminary Design, Detailed Design, Equipment selection and procurement
2025 – 2026: Installation and Construction
2027: Condition Assessment and operational evaluation of Alum and Powdered Activated Carbon
2028: Design and Construction (tentative costs shown, pending results of evaluations)
2030: Finish Construction

Prior year remaining bond authorizations will be used in 2023-2025 for detailed design, equipment procurement 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:

Minimal flexibility

Not applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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 a key water treatment process to continue providing high quality drinking water to all customers.

Public Health: 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 a key water treatment process to remove organics and minimize disinfection by-products. Young children are particularly susceptible to adverse effects of disinfection by-products.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods will benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Minneapolis Water Treatment and Distribution Services hosts tours for the community. Minneapolis school students and residents come to these tours to learn how safe drinking water is produced. The existing and future softening plant lime system are part of the tour.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to safe drinking water.

Additional Information

Water division spends over $2 million on lime 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.



City of Minneapolis

WTR34 - Fridley Facilities and Campus Improvements

Project Details:

Project Start Date: 01/01/2020
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Yes
Current Phase: Planning and Design
Level of Need: Desirable
Department Priority: 13 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Annika Bankston
Contact Phone Number: 612-673-2191
Contact Email: annika.bankston@minneapolismn.gov
Website:
Prior year(s) funding amounts: $750,000 in 2020, $3,500,000 in 2021, $0 in 2022 and 2023, $500,000 in 2024, and $750,000 in 2025.
Total project cost (all years): $11,000,000

Project Location:

City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus

Project Description

Implement a facilities master plan at the Fridley Campus of the Division of Water Treatment and Distribution Services related to personnel workspaces, equipment storage, materials warehousing, and maintenance shops to more efficiently run the business of the utility. Expected projects include renovations of interior spaces, two to five new buildings, improved roadways, stormwater management and green infrastructure.

Purpose and Justification

The Fridley Campus of Water Treatment and Distribution Services (WTDS) 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). Locker rooms and restrooms are dated. Security improvements are included in the Fridley campus program, through both updated and expanded physical security equipment for access control and surveillance and more secure visitor and delivery traffic routes and meeting spaces. Maintenance activities require modernized spaces for safe and efficient work. For example, 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 existing vehicle mechanic shop has limited access and functionality due to its location in the basement of an old building that is a candidate for demolition.

The final location for the new Water Distribution Facility may have sufficient space for warehousing and weather-protected storage for maintenance and construction materials. If the new location for the Distribution facility does not have sufficient space, a new warehouse and yard storage facility will need to be added at the Fridley campus for stores and warehousing operations for both the Distribution and Treatment operations of the utility.

Project Visuals and Map

The specific building and sub-projects have not yet been finalized; however, the images below show some renderings of the possible configurations of the Fridley Campus at project completion.



Figure 1: Fridley campus master plan aerial overview looking northwest towards the Mississippi River.



Figure 2: Fridley campus master plan aerial overview looking northeast at a rendering of the future entry gate reconfiguration and propose administration building.



Figure 3: Fridley campus master plan aerial overview looking northeast with renderings of the future entry gate reconfiguration and propose administration building (top center), and proposed warehouse building and mechanics shop (far right).

Project Funding and Cost Breakdown

WTR34

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$750,000	$0	$0	$0	$1,000,000	$4,500,000	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$750,000**	**$0**	**$0**	**$0**	**$1,000,000**	**$4,500,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$37,000	$0	$0	$0	$50,000	$225,000	$0
CONSTC - Construction Costs	$684,000	$0	$0	$0	$912,000	$4,102,000	$0
GOVER - General Overhead	$29,000	$0	$0	$0	$38,000	$173,000	$0
EXPENSES	**$750,000**	**$0**	**$0**	**$0**	**$1,000,000**	**$4,500,000**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Existing building spaces were last constructed or renovated 25 to 40 years ago and have reached the end of useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

A condition and needs assessment of interior spaces in existing facilities was conducted in 2021. Many spaces were recommended for window replacements and HVAC improvements. While other spaces are in useable condition, all rated high priority for upgrades necessary to meet the expectations of a modern/current workspaces, each 5 on a scale of 1 to 5. Projects are further prioritized based on weighted criteria of safety and security, criticality to operations, potential O&M cost savings, resiliency impacts, and scheduling importance.

What is the expected useful life of the project/improvement?

25 to 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

City staff need modernized facilities to work safely and effectively. Modern spaces and facilities help make the City of Minneapolis an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

No additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Design of new buildings will conform with the International Building Code and adhere to ADA standards. Improvements will be designed to Leadership in Energy and Environmental Design (LEED) criteria appropriate for their building and project type. Renovations will adhere to similar standards to the extent possible in old buildings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Modernized facilities and campus grounds that promote employee safety, collaboration, efficiency and well-being and are welcoming to visitors and our outside partners. Overall current rating is 3.

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:

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

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Expect a decrease in operating cost due to efficiencies in building mechanical systems and incorporation of renewable energy sources.

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

There is no submetering of existing buildings' electrical and natural gas usage on the Fridley campus so specific quantification of energy cost savings are not yet possible.

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

Dependent upon project phasing.

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 LEED. Renewable energy opportunities will be maximized.

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 subsequent 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:

2020: Selection of consultant to prepare needs assessment and prioritize needs, and develop alternatives. 2021: Developed master plan defining sub-projects and planning-level cost estimates.
2022 - 2024: Architectural design of renovations of existing interior spaces (offices, locker rooms, lunchrooms, etc.).
2024 - 2031: Renovation of interior spaces and 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.

If the final location for the Water Distribution Facility (WTR43) lacks sufficient space for warehousing and yard storage, the construction of a warehouse and storage facility at the Fridley campus that serves the entire utility will be necessary and higher priority.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: People spaces will be made more accessible. Improved traffic flow and traffic safety is a core driver for the project.

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: Facilities will be improved under current design standards, including utilization of the criteria of LEED and incorporation of renewable energy improvements.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The water treatment campus is in the City of Fridley in a public facilities district zone. While the project is outside Minneapolis, all areas of our city benefit from the reliable production of safe drinking water.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform the public.
Collaborate with affected employees

Describe the engagement and what have you learned?

When giving tours of the existing campus, the need for more accessibility is apparent.

Analysis

How does the outcome for this project help the city achieve racial equity?

Modern spaces accommodating the needs and styles of a diverse workforce serve to promote the city as an employer of choice to have a workforce more reflective of the community we serve.

Additional Information

Services provided by the water division can be delivered in a more effective and professional manner with the implementation of more modern facilities. Deficiencies of the existing facilities can be addressed thereby improving the City's ability to provide safe and reliable drinking water to all of its customers in the most efficient and cost-effective manner.



City of Minneapolis

WTR35 - Renewable Energy at Water Treatment Campuses

Project Details:

Project Start Date: 01/01/2020
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 14 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Dale Folen
Contact Phone Number: 612-661-4908
Contact Email: dale.folen@minneapolismn.gov
Website:
Prior year(s) funding amounts: $2,500,000 in 2020, $500,000 in 2024, and $1,000,000 in 2025.
Total project cost (all years): $8,000,000

Project Location:

Address: 4100 Marshall Street NE & 4500 Reservoir Boulevard
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley & Columbia Heights Treatment campuses

Project Description

This program plan is to design and install a variety of renewable energy sources to supply power to the water treatment and pumping systems in the Water Division. The installations would be owned and operated by the City. Design was completed on the first project to construct a photovoltaic solar energy system at the Columbia Heights campus. Upon receiving cost proposals for the system in 2021, the capital cost of the system would not have been offset by electrical cost savings and the project would adversely impact the water enterprise fund. In partnership with the Property Services Division, the Water Division pursued a Power Purchase Agreement for the installation, but that solar developer cancelled the agreement. Work has begun to pursue Direct Pay Tax Credits as part of the Inflation Reduction Act of 2022. This legislation allows tax exempt agencies to benefit from Renewable Energy tax credits similar to those previously offered to private companies.

Future projects will evaluate more solar installations at the Water division's treatment campuses in Columbia Heights and Fridley. Work will also consider opportunities to develop wind or small-scale hydroelectric sources. Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impacts the enterprise funds, grants or other means of offsetting capital costs will be necessary.

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. The City's goal of 100% renewable electricity for enterprise operations is met through solar subscription programs, in which the Water division participates. The City has an additional goal that 10% of the renewable electricity comes from on-site generation within City enterprise property limits. 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 kilowatt-Hours (kWh) of electricity per year to treat and distribute (pump) water from its Columbia Heights campus. An additional 30 million kWh per year are used by facilities on its Fridley campus. In order to meet the adopted goals for the City, renewable energy generated on-site must be integrated into the energy portfolio of the Water Division's treatment and pumping infrastructure.

Ongoing work will continue to evaluate and plan feasible locations for additional solar installations as well as consideration of wind and hydropower energy recovery. The Fridley campus has land area that could potentially allow installation of power generation systems. The timing for projects on the Fridley campus need to be coordinated with the ongoing Electrical Service Rehabilitation program (WTR31).

Project Visuals and Map

Location (yellow box) of future solar array at Columbia Heights campus.



Project Funding and Cost Breakdown

WTR35

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$1,000,000	$0	$0	$0	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$2,000,000	$2,000,000	$0	$0
REVENUES	**$1,000,000**	**$0**	**$0**	**$2,000,000**	**$2,000,000**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$160,000	$0	$0	$320,000	$320,000	$0	$0
CONSTC - Construction Costs	$802,000	$0	$0	$1,603,000	$1,603,000	$0	$0
GOVER - General Overhead	$38,000	$0	$0	$77,000	$77,000	$0	$0
EXPENSES	**$1,000,000**	**$0**	**$0**	**$2,000,000**	**$2,000,000**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

25 to 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

No operating impacts to the Water division.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund, grants or other means of offsetting capital costs will be necessary.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Solar America Board for Codes and Standards (Solar ABCs)
Institute of Electrical and Electronics Engineers (IEEE)
National Fire Protection Association (NFPA) issues the National Electrical Code® (NEC), the Uniform Fire Code.

There are many detailed requirements and recommendations in each of the standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Project will meet service level target when renewable energy generated on-site comprises the required portion of the Water division's electrical use necessary to meet City goals.

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:

Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund, grants or other means of offsetting capital costs will be necessary.

The Investment Tax Credit as part of the Inflation Reduction Act of 2022 could grant between 30 and 50 percent of the project cost. This legislation allows tax-exempt entities to be eligible for direct payment of tax credits. Initial evaluation of the project related to the Act provisions showed that the first project is suitable for the credits and that the credits help the project be more economically feasible.

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

To be determined.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The Columbia Heights solar array will lead to a small increase in maintenance costs and a larger decrease in operating costs for a net savings in operating and maintenance costs.

Future projects' operating and maintenance costs will be assessed during evaluation stages.

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

For the Columbia Heights solar array year one operating costs are expected to decrease by $125,000 while maintenance costs are expected to be $10,000. This will lead to a net savings of approximately $115,000 per year.

Future projects' operating costs will be assessed during evaluation stages.

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

For the Columbia Heights solar array the cost increase will take place when the array becomes operational, which is expected to be 2026.

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

Minneapolis Water will no longer need to purchase the electricity generated by the array from Xcel Energy. This leads to operating cost savings in the form of reduced electricity expenses. There is expected to be a small amount of maintenance each year for the solar array. Operating cost savings are determined each year by evaluating the rates Minneapolis Water would have paid for the electricity generated by the solar array. As Xcel Energy rates are expected to increase over time, operating costs are expected to grow over time.

Future projects' operating costs will be assessed during evaluation stages.

Project Coordination

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

2021: Design solar array at Columbia Heights Campus
2022 -2023: Evaluate power purchase agreement with solar developer for array at Columbia Heights Campus (developer unsuccessful)
2024: Investment Tax Credit as part of the Inflation Reduction Act of 2022 and if funding appears likely, update 2021 design and request bids or proposals.
2025 - 2026: Construction of Columbia Heights campus photovoltaic array.
2026: Evaluation of additional sites for solar or wind installations on campus lands and buildings and associated financing strategies. Initial focus will be on a large footprint area available at the Fridley campus.
2027 and beyond: Potential Construction, and continued identification of feasible renewable installations and financing options.

Prior year bond authorizations will be used for design and necessary site improvements.

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.

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:

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.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice: Using renewable energy sources for drinking water treatment and distribution.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city will be served equally by this program on the water treatment campuses and the benefits of incorporating renewable energy into the division's portfolio.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous supply and distribution of drinking water throughout Minneapolis.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Prior efforts by others to solicit public engagement and support of the city's Climate Action Plan.

Division will inform neighbors in vicinity of specific projects.

Describe the engagement and what have you learned?

Future task

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will serve the whole city equally.

Additional Information

The capital budget for this program is requested to allow flexibility of constructing, owning and operating the renewable energy systems. If an option is found for each specific setting that is more economically viable than owning the system, then the better option will be pursued.



City of Minneapolis

WTR36 - Southwest Pump Station Replacement

Project Details:

Project Start Date: 01/01/2023
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 12 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Chris Larson
Contact Phone Number: 612-661-4903
Contact Email:
christopher.larson@minneapolismn.gov
Website:
Prior year(s) funding amounts: $750,000 in 2023, $850,000 in 2024, and $3,350,000 in 2025.
Total project cost (all years): $5,400,000

Project Location:

Address: 4000 France Avenue South
City Sector: Southwest
Neighborhood(s) Located: Linden Hills, East Harriet, Fulton, Lynnhurst, Fuller
Ward(s) Located: 8, 10, 11 & 13
Description of Location: Southwest Pumping Station

Project Description

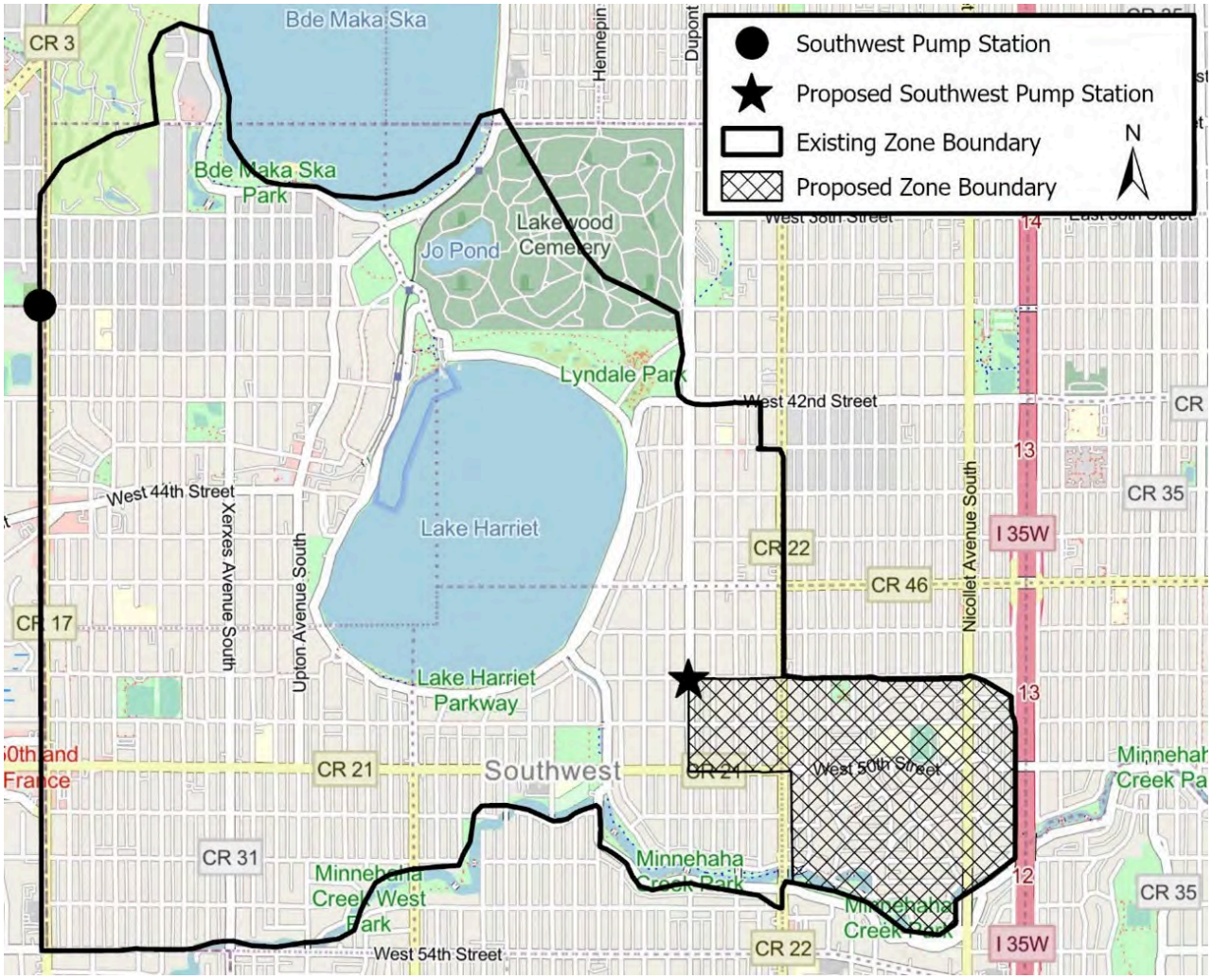
Replace an existing pump station with one providing adequate water pressure to elevated areas in the southwest portion of the city. The existing pump station was built as an interim facility in the 1960's as a part of a long-term plan of adding a large-volume water storage reservoir at the far end of the water distribution system in anticipation of increased water demands. Since that time, demand has leveled off or decreased and other reservoirs were built at a higher elevation near the treatment campuses northeast of the city. Hydraulic modeling has confirmed the existing elevated storage will remain effective during pumping outages such as in the event of power loss. Moreover, those hydraulic studies have shown that energy efficiency and system reliability can be improved in the southwest area by reducing the size of the high service area. A small pump station is still needed to serve highest elevation area in the southwestern zone of the city. This project will install the new pump station and perform associated pipe and valve replacements, repairs and modifications in the distribution system at the boundaries of the new pressure zone.

Purpose and Justification

The existing pump station was built with a different operating philosophy and unrealized future conditions, which makes it over-sized and inefficient for the current needs. Further, since it was constructed as an interim facility, the pumps, equipment and building structure have reached their end of life. Modifications to the pressure zone

boundary are planned to optimize the station size and distribution system operations within the pressure zone while maintaining adequate fire flows and system pressures in the area.

Project Visuals and Map



This map displays the realignment of both the existing and proposed Southwest High Service Zone.



Photo of the existing SouthWest Pump Station.

Project Funding and Cost Breakdown

WTR36

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$3,350,000	$450,000	$0	$0	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$3,350,000**	**$450,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$600,000	$200,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$2,621,000	$233,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$129,000	$17,000	$0	$0	$0	$0	$0
EXPENSES	**$3,350,000**	**$450,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Condition of pump station is poor. Pump operational failures have occurred and pumps need more maintenance than is typical for similar equipment. Poorly-configured piping and valve systems necessitate the whole pump station be taken out of service to inspect or repair a pump. Condition of some valves in distribution system is poor. A check valve installed in 1911 was recently found to be jammed fully open, which causes wasted pumping energy.

Southwest Pump Station will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable. Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The pump station has four pumps. One pump has a Likelihood of Failure score of 10, since it has already failed. The other three pumps have a Likelihood of Failure score of 5.

What is the expected useful life of the project/improvement?

The new pump station structure will have a useful life of 50 years. The pumps and related equipment are expected to have a useful life of 25 years. Modifications to the distribution system are expected to have a useful life of 100 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in increased potential corrective / emergency maintenance costs as well as diminished service and fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2025, all funding for this program is planned to come from water enterprise bond funds. Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

National Fire Protection Association standards. Recommended Standards For Water Works, A Report of the Water Supply Committee of the Great Lakes - Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers.

Current Performance for Distribution System pressure - parts of the zone have a pressure higher than recommendations.
Current Performance for Fire Fighting capacity - flows are adequate if the system is fully running.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level includes: a minimum of 35 psi water pressure provided, energy use optimized, and assets able to meet the regulatory, industry or environmental standards outlined in previous question.

The existing infrastructure is at level 3, with a project goal of meeting level 5.

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:

As of March 2025, all funding for this program is planned to come from water enterprise bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.

Long-term operation and maintenance costs will be covered by water enterprise revenue.

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

An agreement is in place with the City of St. Louis Park to allow replacement of the pump station, which bought the property from Minneapolis a few years ago.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Project will reduce operation & maintenance costs.

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

It is anticipated that electrical costs will decrease with newer pumps as opposed to the current worn pumps. Preliminary estimates show an expected energy savings of 40,000 kWh per month which amounts to approximately $45,000 per year.

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

2026

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

Internal components of the pumps have worn down, and operate below design efficiency. The primary operating cost decrease will be through energy savings. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain. Proposed pumps are planned to match actual operation, leading to more efficient operation.

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

Expected annual operating costs are anticipated to be equal to or less than existing system. Costs will continue to be paid by the annual expense budget.

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:

2022 – 2024: Study Phase
2024 – 2025: Design phase
2025 – 2026: Construction phase

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.

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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.
Built Environment and Transportation – Providing reliability of the City's water infrastructure.
Public Services – Maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Southwest High Service area includes the neighborhoods of Linden Hills, East Harriet, Fulton, Lynnhurst and Tangletown. The racial demographics of the constituents is presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. The current site of the Pump Station in outside of Minneapolis city limits. There is a possibility of relocating the station within the city boundary. We will inform the nearby property owners of the planned work and discuss options to confirm the project is aesthetically pleasing, within a reasonable cost.

Describe the engagement and what have you learned?

Future task

Analysis

How does the outcome for this project help the city achieve racial equity?

This service area will receive benefits to match the rest of the City.

Race / Ethnicity (2018-2022)	Linden Hills	Linden Hills %	East Harriet	East Harriet %	Fulton	Fulton %	Lynnhurst	Lynnhurst %	Tangletown	Tangletown %
White	6,993	87.70%	3,007	82.60%	6	86.00%	5,260	88.40%	3,887	82.50%
Of Color	suppressed		suppressed		suppressed		suppressed		suppressed	
Black or African American alone	suppressed		suppressed		suppressed		suppressed		474	10.10%
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	226	2.80%	suppressed		119	1.70%	89	1.50%	suppressed	
Other alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Two or more races alone	164	2.10%	suppressed		251	3.60%	226	3.80%	161	3.40%
Hispanic or Latino (of any race)	suppressed		suppressed		349	5.00%	suppressed		102	2.20%

Demographic data from Minnesota Compass https://www.mncompass.org/profiles/city/minneapolis

Additional Information

The Southwest Pump Station has reached the end of its effective service life. An improved operational strategy has been developed through the decades since its construction. Because it is necessary to replace this infrastructure, it is an opportunity to design the new system in a way that maximizes reliability and reduces long-term costs and energy use.



City of Minneapolis

WTR37 - Northeast High Service Pump Station

Project Details:

Project Start Date: 01/01/2024
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Design
Level of Need: Important
Department Priority: 11 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: John Howes
Contact Phone Number: 612-297-7034
Contact Email: john.howes@minneapolismn.gov
Website:
Prior year(s) funding amounts: $1,000,000 in 2023, $2,100,000 in 2024, and $1,200,000 in 2025.
Total project cost (all years): $14,600,000

Project Location:

Address: 4500 Reservoir Boulevard
City Sector: Citywide
Neighborhood(s) Located: Waite Park, Windom Park, Audubon Park, & Northeast Park
Ward(s) Located: 1
Description of Location: Columbia Heights Treatment campus

Project Description

This project replaces the existing pumps and related equipment that provide boosted pressure to the water distribution system in portions of northeast Minneapolis. The geographic area referred to as the Northeast High Service area is so defined based on the higher ground elevation relative to the surrounding areas of the City. This higher elevation necessitates booster pumping to maintain adequate pressure in this area. The existing system to be replaced consists of two booster pumps that take water from the existing 45 million gallon reservoir and boost it to supply to the NEHS zone.

There are two main goals of this project:

1) Replace the failing pumps at Pump Station #7 with new pumps in a new pump station building to more closely fit the present needs of the NEHS zone. The existing pumps at Pump Station #7 will be decommissioned at the end of this project.
2) Within the existing venturi chamber, there is a throttling valve (Gate 187) that burns excess head from the Hilltop Reservoir to match the system pressure. Currently there is no redundancy for this valve. This project will include replacements for the Gate 187 and add a redundant valve within the proposed NEHS pump station.

Purpose and Justification

The pumps and valves comprising the Northeast High Service Booster system were installed in the 1950s and are well past their useful life. Wear inside the pumps has reduced their performance, and the valves do not function properly. The pumps and related equipment are located within a small space inside a larger pump station not originally designed to accommodate the additional equipment. This results in minimal space and access for safe maintenance of the equipment. Furthermore, there are an existing pair of underground structures (the Pitot House and Venturi Chamber) located about 600 feet south that monitors flow from the booster pumps having related assets in need of increased redundancy and upgrades.

This project will construct a new building to replace the existing pumps with three new 60HP pumps and install two new 36" high-performance butterfly valves in parallel to replace the non-redundant 187 throttling valve in the existing Venturi Chamber. Also, new 48" valving will be installed upstream and downstream of this station in addition to bypass piping around the booster pumps and an alternative suction feed from our 45MG Reservoir to provide maximum operational flexibility for decades to come.

Lastly, this new pump station will include a new dedicated natural gas powered backup generator to provide power in case of power failure. Electrical coordination is being done with the adjacent solar array so that once operational, the new NEHS pump station can be run completely on solar power on sunny days.

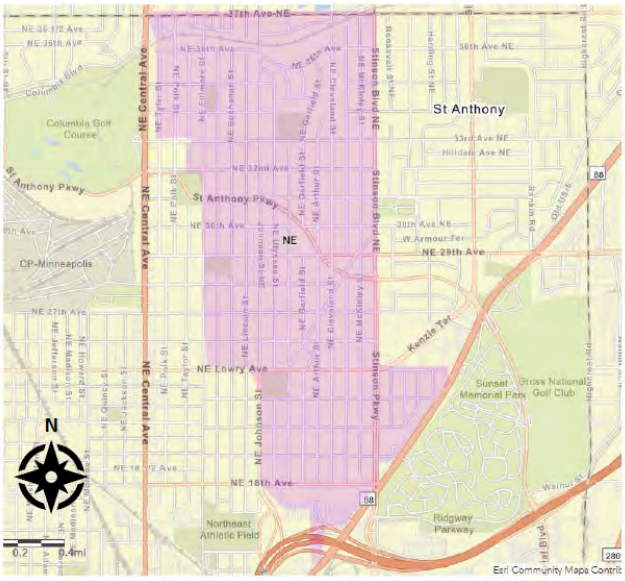
The initial cost estimate of this project from prior years was based on expanding the basement of Pump Station #7 and replacing the booster pumps only and not addressing the issue of the non-redundant 187 throttling valve. The total project cost of $14.6M includes a design/ construction management fee of $1.6M plus an estimated construction cost of $13M to implement all of the necessary features listed above.

Ultimately this Northeast High Service Pump Station project will provide renewed reliability, significantly increased redundancy, and lower maintenance costs.

Project Visuals and Map

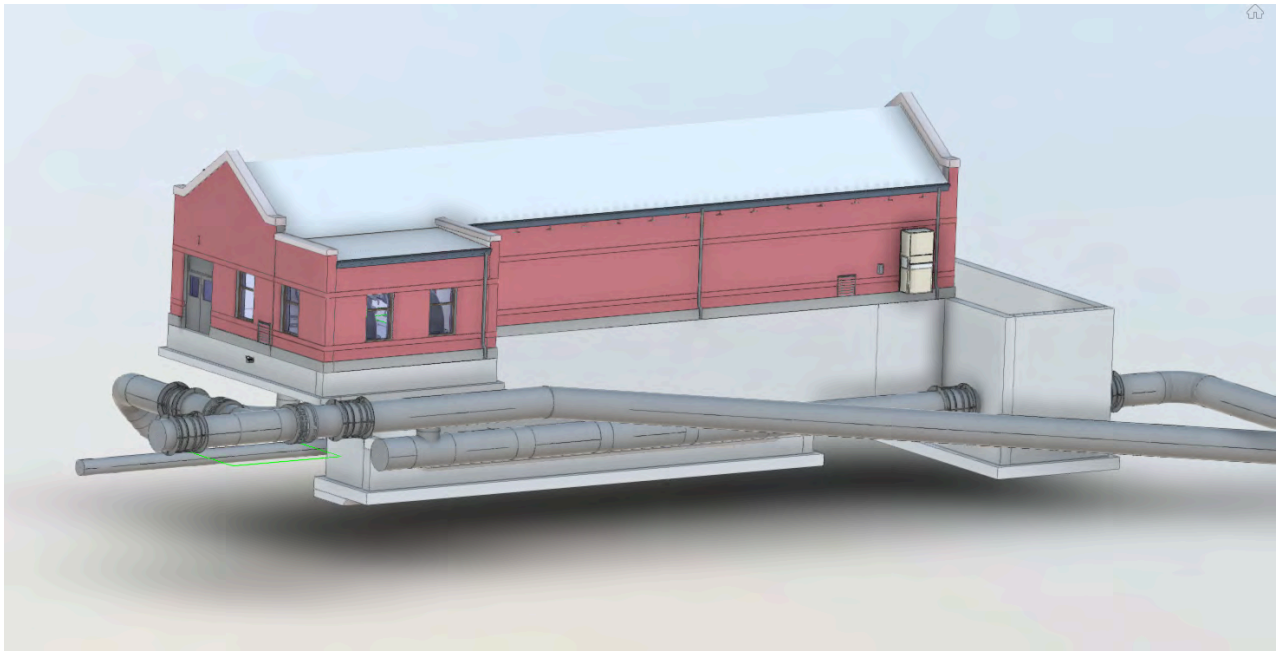
Northeast High Service Area.

Northeast High Service Pump Station is located within the Columbia Heights Treatment Campus at 45th Avenue NE and Reservoir Boulevard, and provides boosted water pressure to the Northeast High Service Area (highlighted in pink below) by a 24" water main (not shown in the graphic).





Pump station No 7 where the current NE high service pumps are located.



3D image of the new pump station and piping

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in elevated corrective / emergency maintenance costs as well as diminished service / fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2025, all funding for this project is planned to come from water enterprise bond funds.

Long-term operation and maintenance costs will be covered by water enterprise revenue.

Project Funding and Cost Breakdown

WTR37

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$1,200,000	$10,300,000	$0	$0	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$1,200,000**	**$10,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$72,000	$618,000	$0	$0	$0	$0	$0
CONSTC - Construction Costs	$1,082,000	$9,286,000	$0	$0	$0	$0	$0
GOVER - General Overhead	$46,000	$396,000	$0	$0	$0	$0	$0
EXPENSES	**$1,200,000**	**$10,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

Assets associated with this project have approached end of useful life as demonstrated by reduced performance, operational failures, visual inspection, hydraulic testing and asset age vs. expected life.

What is the expected useful life of the project/improvement?

The existing pump station building expansion will have a useful life of 50 years. Pumps and related equipment have an expected useful life of 25 years.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

National Fire Protection Association Standards [available fire flows]
Recommended Standards for Water Works (pressures)

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level includes: Minimum of 20 psi water pressure provided, energy use optimized, assets restored to full expected useful life, and assets able to meet the regulatory, industry or environmental standards outlined in previous question.

The existing infrastructure is at level 2, with a project goal of meeting level 5.

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:

Not applicable

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

Not applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The new equipment will have similar preventative maintenance costs to the existing. Corrective / emergency maintenance and repairs will be eliminated or reduced for at least the initial part of the equipment lifecycle.

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

It is anticipated that electrical costs will decrease with newer pumps compared to the existing worn pumps. At this stage of the project (planning), the extent of those savings has not been quantified.

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

2026

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

Internal components of the pumps have worn down and operate below design efficiency. The primary operating cost decrease will be through energy savings, the extent of which will be determined in the design phase. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain.

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

Expected annual operating costs are anticipated to be less than current. Costs will continue to come from the water enterprise revenue.

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:

2024 - 2025: Design phase
2025 - 2026: Construction phase

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

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.

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

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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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.
Built Environment and Transportation – Providing reliability of the City's needed infrastructure.
Public Services – this maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Northeast High Service area includes the neighborhoods of Waite Park, Audubon, Windom Park and Northeast Park. The racial demographics of the constituentsis presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The improvements serve constituents in the area equally without distinction.

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

No formal public engagement activities have yet to occur.

Analysis

How does the outcome for this project help the city achieve racial equity?

The project ensures equal level of water service to residents in the affected high service area, relative to the rest of the City.

Race / Ethnicity (2018-2022)	Waite Park	Waite Park %	Audubon Park	Audubon Park %	Windom Park	Windom Park %	NE Park	NE Park %
White	4,452	77.50%	3,783	70.60%	4,271	75.00%	540	63.20%
Of Color	suppressed		1,420	26.50%	788	13.80%	suppressed	
Black or African American alone	suppressed		suppressed		suppressed		suppressed	
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	suppressed		suppressed		suppressed		suppressed	
Other alone	suppressed		suppressed		suppressed		suppressed	
Two or more races alone	419	7.30%	342	6.40%	suppressed		suppressed	
Hispanic or Latino (of any race)	462	8.00%	604	11.30%	276	4.80%	suppressed	

Demographic data from Minnesota Compass https://www.mncompass.org/profiles/city/minneapolis

Additional Information

The project will renew an existing asset that has reached its useful life, to ensure that service to the affected residents is reliable and delivered a low cost of operation and maintenance.



City of Minneapolis

WTR39 - Structural Lining - 2nd Street North

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Planning, Design and Construction
Level of Need: Significant
Department Priority: 8 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Jerry Schimmel and Marie Asgian
Contact Phone Number: 612-661-4984 and 612-673-5682
Contact Email: jerry.schimmel@minneapolismn.gov and marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: $1,490,000 in 2025
Total project cost (all years): $16,690,000

Project Location:

Address: 2nd Street North between 10th Avenue North & 41st Avenue North
City Sector: North
Neighborhood(s) Located: North Loop, Near North, Hawthorne, McKinley, Camden Industrial
Ward(s) Located: 3, 4 & 5
Description of Location: 2nd Street North between 10th Avenue North & 41st Avenue North

Project Description

Structural renewal of a 36-inch drinking water transmission water main that is a key supply for the downtown Minneapolis central business district, providing the necessary water volume and pressure for resident, business and visitor use and fire protection in downtown Minneapolis.

The transmission main in 2nd Street N between 10th Avenue North & 41st Avenue North will be cleaned and a structural liner will be installed. The structural liner will add a structural layer to the pipe to restore structural integrity and renew the pipeline's effective life. Structural liners are essentially a "pipe within a pipe" where, if the original pipe fails, the structural liner can stand on its own avoiding disruption of service. This will restore both the quality of water and the reliability of the pipe. There will also be valve replacements made on the main in this stretch in conjunction with the work being done to provide access to the watermain for the lining project.

This stretch of transmission main is one of the few transmission mains in Minneapolis where taps for service connections were made. As a part of this project, a new 8" diameter distribution water main will be installed parallel to the transmission main and water services connected to the new distribution main.

The first sub-project for this project is to replace 36" diameter gate valves at the street crossing of 27th Avenue North and at Lowry Avenue North.

Purpose and Justification

Transmission water mains are the arteries of the drinking water system. These large-diameter pipelines transport the volume necessary to supply the branch systems in each area with safe drinking water for the protection of public health. A key transmission main for the City of Minneapolis is four miles of 36-inch water main that conveys water from the treatment campus in Fridley to north Minneapolis and downtown. This water main was constructed in 1888 of thick-walled cast iron pipe. While this pipe has been resilient, a combination of factors makes it more vulnerable to failure after 136 years of service. The 2.6-mile section of the water main proposed to be rehabilitated by this project is prioritized based on a shallower bury depth, decades of heavy truck traffic on the roadway under which it is buried, proximity to pump stations that introduce pressure fluctuations and transients, and drastic elevation changes as the pipeline drops under the river and under the I-94 interstate. Capital investment is warranted to mitigate the likelihood of failure.

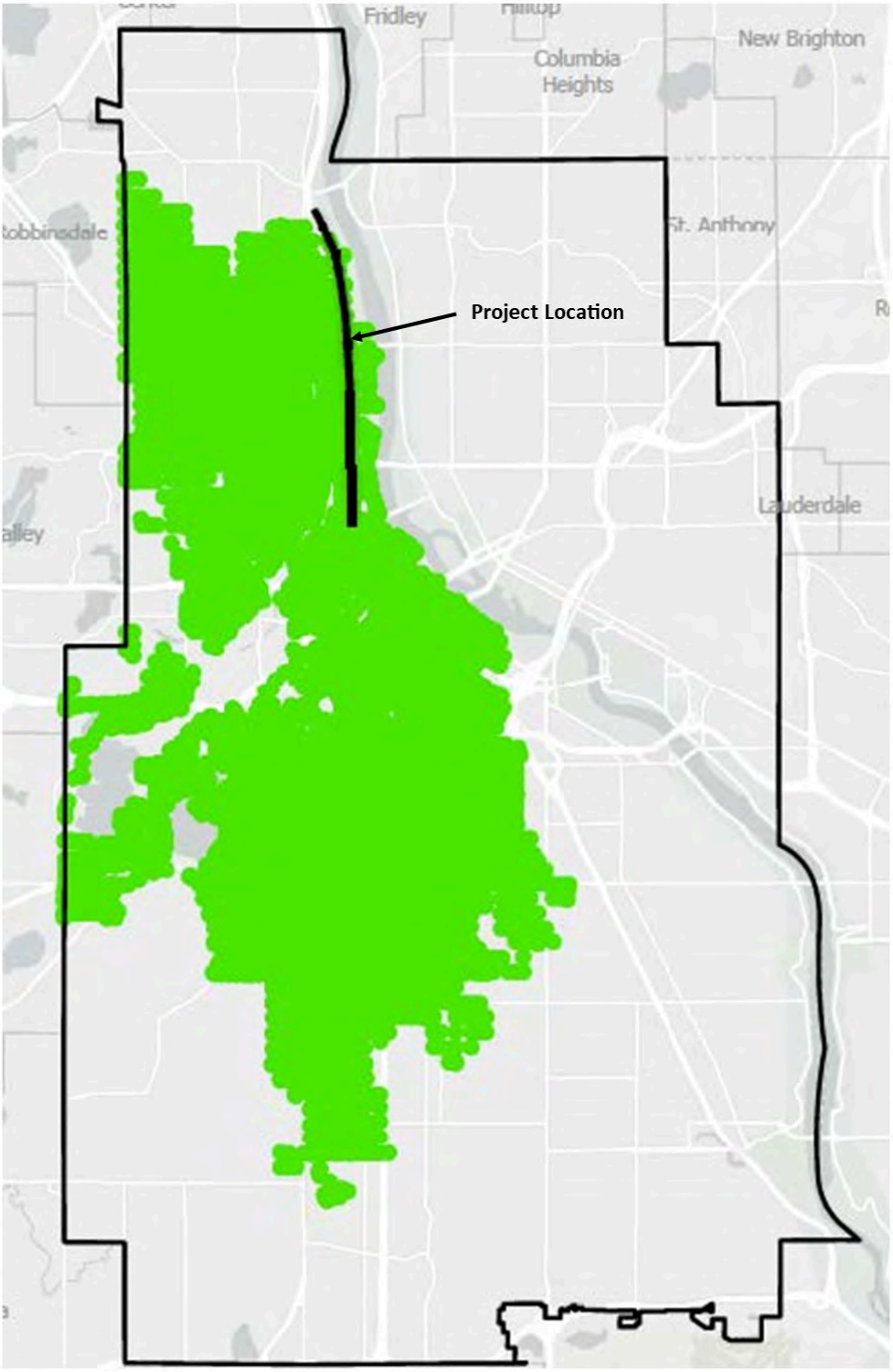
The 36-inch transmission main runs the length of Minneapolis' Northside Green Zone. While failures of the transmission main impact pressures throughout the city, local impacts in the Green Zone are more severe. A December 2022 break of a single 16-foot section of this main caused localized flooding and necessitated a precautionary boil water advisory for 80 properties in the area due to very low pressures. In addition, over 30 properties were without water service for up to five days while the main was repaired and disinfected.

The cost of a 36-inch water main replacement in kind along this corridor would be cost prohibitive. In addition to the cost of new pipe and its installation, such a project scope would need to resolve numerous buried utility conflicts, demolition and removal of existing water main and pavement restoration along the full corridor. Structural lining of the existing water main is a cost-effective alternative. The lining process involves the excavation of access holes every several hundred feet with the existing pipe used as a host pipe. A structural-grade liner is pulled into the host pipe, adhered to the walls, and then allowed to cure. Temporary bypass piping will be installed to maintain water service to customers tapped from the main during construction.

The existing gate valves at 27th Avenue North and at Lowry Avenue North are in poor condition and need to be replaced to accommodate the work needed to install the structural lining.

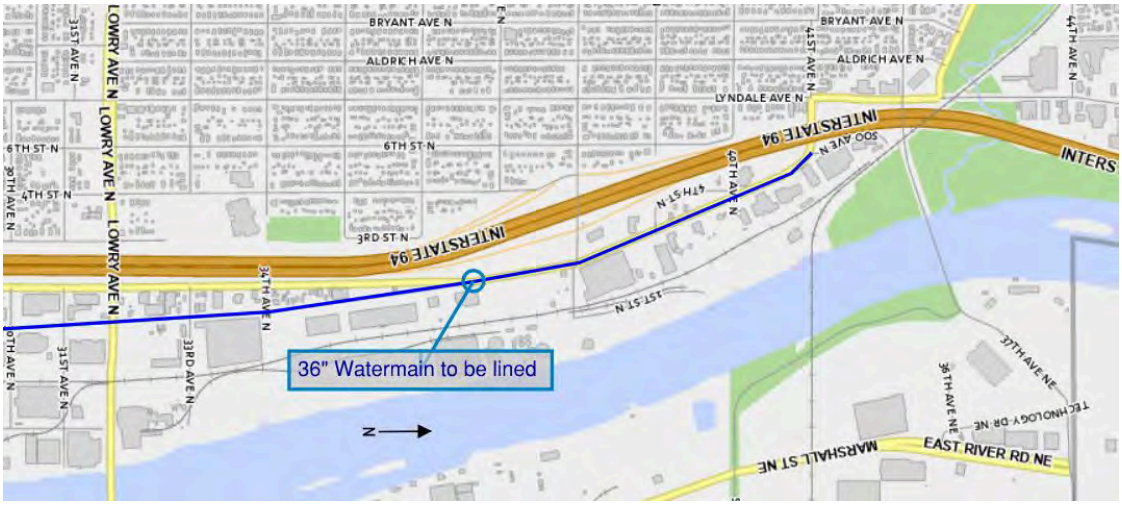
Project Visuals and Map

Project location with green shaded area representing contribution of this transmission main to the distribution system.


Fridley
New Brighton
Columbia Heights
St. Anthony
Project Location
Lauderdale



The south half of the project limits. 10th Ave N to Lowry



The north half of the project limits. Lowry to 41st Ave North



Construction on the main break in December, 2022.



The cast iron pipe showing the missing portion of the pipe.

Project Funding and Cost Breakdown

WTR39

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
322500 - Other Local Governments	$1,490,000	$0	$2,300,000	$2,000,000	$1,700,000	$1,600,000	$0
391003 - Enterprise Bonds Issued	$0	$0	$2,300,000	$2,000,000	$1,700,000	$1,600,000	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$1,490,000**	**$0**	**$4,600,000**	**$4,000,000**	**$3,400,000**	**$3,200,000**	**$0**
Expenses							
DANDPM - Design and Project Management	$239,000	$0	$736,000	$640,000	$544,000	$512,000	$0
CONSTC - Construction Costs	$1,194,000	$0	$3,687,000	$3,206,000	$2,725,000	$2,565,000	$0
GOVER - General Overhead	$57,000	$0	$177,000	$154,000	$131,000	$123,000	$0
EXPENSES	**$1,490,000**	**$0**	**$4,600,000**	**$4,000,000**	**$3,400,000**	**$3,200,000**	**$0**

Asset Condition

Asset type:

Horizontal Infrastructure,

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

This section of water main has been in service since 1888, 136 years. Although age is typically not used as a factor in determining replacement or rehabilitation, the consequence of the failure of this pipe is significant and warrants installing a structural liner to bring the transmission main back into acceptable risk.

The water main was constructed of robust thick-walled sand-cast iron that has generally fared well over its years of service. Sand-cast iron is subject to selective leaching of iron (graphitic corrosion) which is difficult to assess because, although no dimensional changes occur, the cast iron loses its strength and metallic properties.

For this particular project, the water main can be considered at or near the end of its useful life without the benefit of structural lining.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Minneapolis Water will conduct a statistical-based desktop analysis to identify shorter segments of this water main upon which to perform subsequent field investigation and testing to document pipeline condition assessment. A potential cause of failure, selective leaching of iron (or graphitic corrosion), is difficult to assess because no dimensional changes occur in the pipe wall. This assessment will take multiple years to generate a prioritized list of shorter segments for rehabilitation projects to be delivered piecemeal over multiple years.

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence (or cost) is social measures. The adequate supply of drinking water with sufficient pressure and volume for fire suppression is essential to the habitability of all buildings in downtown Minneapolis. This water main is critical infrastructure that supports the viability of the residents, businesses, and government services in the heart of the city.

Water main replacement or structural lining is a remedy for water mains that are not structurally sound. Failure to perform this work will mean that residents and businesses that are served by the deficient water main will continue to endure chronic service interruption for unplanned repairs of water main breaks.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and bonds. In 2024, a local project capital request for $8,343,000 of state bond funding was submitted to the State of Minnesota with the Water enterprise fund providing matching amount.

Long term operation and maintenance costs will be covered by water revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

In addition to the regulatory requirements, secondary, non-enforceable standards have been established under the SDWA for “water aesthetics” (https://www.epa.gov/sdwa/drinking-water-regulations-and-contaminants). These secondary standards include color and iron.

The National Fire Protection Association (NFPA) issues guidelines for fire flows from hydrants that are in residential, commercial, and industrial settings. The flow rate from a hydrant is completely dependent on the capacity of the water main that the hydrant is tapped from.

A sudden water main break in this water main has and can drop the system pressure across the city. This loss in pressure puts the quality of the water at risk and in the case of the December 2022 break triggered a precautionary boil water advisory and lowered the firefighting capacity of the system. In addition, over 30 properties were without water service for up to five days while the main was repaired and disinfected.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level means that assets meet service levels at an acceptable level of risk. This asset does not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, the asset will be rehabilitated to its expected useful life.

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:

An application for State local government bonding was made in the fall of 2023 and then again in 2024. No funds were granted from the 2023 application, and the results of the 2024 application process will be known spring/summer 2025. Public Works – Water Treatment and Distribution Services has committed at 50% match to increase the chance of funding.

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

Over the next 4-5 years, starting 2 years ago in 2023, there will be several construction projects along this corridor by several agencies. This list includes:

- Transportation Eng. & Design: Dowling Ave and 33rd Ave Reconstruction 2023.
- Surface Waters & Sewers: Sanitary Improvements 10th Ave N to Broadway 2023-2024
- Surface Waters & Sewers: Project at 23rd Ave 2024
- Traffic & Parking Services: Broadway Traffic Management Systems 2025
- Traffic & Parking Services: Broadway Traffic Safety Improvements 2026
- Park Board: Great Northern Greenway River connection 26th Ave to Ole Olson park
- Park Board: 26th Ave Mississippi River Crossing Study
- MnDOT: Hwy 252-I94 Improvements EIS
- MnDOT: Includes 34th Ave Ped Bridge
- Met Council: Rehab of Sanitary Tunnel 27th to 22nd Ave (2023-2025)
- Met Council: Blue Line Light Rail Extension on Washington

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

As a part of the project to structurally line the 36" transmission main, a parallel 8" distribution water main is planned to be installed, where needed, to provide a new point of water connection for properties that currently receive their water from the transmission main.

This new infrastructure maintenance should result in a negligible increase in maintenance costs as older, more maintenance intensive, infrastructure like hydrants are replaced.

In addition, the improved flow characteristics (reduced frictional loss) of the lined transmission water main will incrementally reduce pumping costs in maintaining water system pressures.

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

The work is expected to maintain current operating and maintenance costs.

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

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:

No carry-over from previous years.

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

2025 – 2026: Design phase
2027 – 2030: Construction phases

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:

Minimum flexibility

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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 and as an outcome of structurally lining the transmission main, reliable fire hydrant flows and system pressures will be the result.

Public Health: 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 transmission system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Treatment & Distribution Services 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, this water transmission main improvement project will be coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The construction will be in the following neighborhoods however, because this is a transmission main, the benefits will impact all neighborhoods.

North Loop, Near North, Hawthorne, McKinley, Camden Industrial. The racial demographics of the constituents is presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Race / Ethnicity (2018-2022)	North Loop	North Loop %	Near North	Near North %	Hawthorne	Hawthorne %	McKinley	McKinley %	Webber-Camden	Webber-Camden %
White	5,153	70.10%	1,391	20.20%	929	18.30%	834	23.50%	2,017	32.30%
Of Color	1,901	25.90%	5,466	79.40%	4,025	79.20%	2,566	72.20%	4,008	64.30%
Black or African American alone	711	9.70%	4,332	62.90%	2,458	48.40%	1,240	34.90%	1,921	30.80%
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	615	8.40%	467	6.80%	550	10.80%	suppressed		586	9.40%
Other alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Two or more races alone	219	3.00%	351	5.10%	285	5.60%	suppressed		397	6.40%
Hispanic or Latino (of any race)	591	8.00%	278	4.00%	573	11.30%	502	14.1	1,230	19.70%

Demographic data from Minnesota Compass https://www.mncompass.org/profiles/city/minneapolis

Additional Information

The Water Distribution system is essential to the vitality of the City. This project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residences, 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.



City of Minneapolis

WTR40 - Transmission Mains

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Yes
Current Phase: Planning, Design & Construction
Level of Need: Critical
Department Priority: 9 of 15
Submitting Agency: Public Works - Water Treatment and Distribution Services
Contact Person: Marie Asgian
Contact Phone Number: 612-673-5682
Contact Email: marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior year funding amount from 2025 totals $500,000.
Total project cost (all years): This is an on-going program that is funded annually

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations throughout the city.

Project Description

Water Treatment and Distribution Services (WTDS) Transmission Mains program is being established for the rehabilitation or replacement of large diameter water transmission mains, gate valves and gate valve chambers within the water distribution system.

The City's overall water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and maintenance holes, and 100,000+ water meters with automated reading devices. This system reliably delivers high quality drinking water with sufficient flow to provide fire protection to all those living, working, or visiting the City as well as 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. This new project splits off the most critical and largest diameter of these assets, comprising about one eight of the distribution system into a separate project.

Water mains 16-inches and larger in diameter that convey large volumes of water throughout the system are classified by WTDS as transmission mains. In general, transmission mains do not have individual service connections tapped and can be thought of as the interstates and major highways of the water distribution system vs. the smaller distribution mains being residential streets. In past capital budget requests, transmission main projects, have been a subset of the WTR12 program but due to the size and expense of transmission main projects, and increased focus in WTR12 on cleaning and lining of small-diameter water mains in the distribution system, a separate program is being initiated to focus strictly on the transmission mains that are 16-inches in diameter and larger.

As such, the narrative here will be very similar to that of WTR12 and have elements of the WTR39 structural lining of the 2nd Street N transmission main.

Purpose and Justification

The Water Distribution Transmission Mains program is an investment in the City's large diameter water main infrastructure to maintain system reliability and viability. This annual program will consist of the following major elements:

- **Transmission water main condition assessment, replacement or structural lining –** Transmission water mains are the arteries of the drinking water system. These large-diameter pipelines transport the volume necessary to supply the branch systems in each area with safe drinking water for the protection of public health. These pipes vary in size from 16-inches up to 50-inches in diameter. Pipe material may be thick-walled sand-cast cast iron up or welded steel. A condition assessment program and prioritization plan will be developed to proactively identify sections of main needing rehabilitation, replacement or lining.
- **Large diameter gate valve replacement-** Large diameter gate valves are typically many blocks apart and are used to isolate sections of the transmission main network for work or repair. These gate valves are regularly "exercised" by operating the valve closed and then open to determine if any wear and/or failure has occurred. This process helps identify gate valves that are nearing or at the end of their service life. Currently the Water Distribution group has a short list of large diameter gate valves needing to be replaced.
- **Large diameter valve chamber replacement-** Unlike typical maintenance holes, the large diameter gate valves reside within large underground chambers. WTDS owns and maintains over 100 large chambers for gate valves on transmission mains 36-inches in diameter and larger. In 2016, a condition assessment was performed on 101 identified locations in the City. With the data that was gathered through the condition assessment, a prioritized list of the most critical chambers was generated to help focus repair, rehabilitation and maintenance efforts. Pipes and valves within those chambers were inspected as well. WTDS has planned and scheduled these repairs or replacement projects from that list however, with the increase in the water main cleaning and lining program within WTR12, continued work has been deferred until funding is available.

Of the allocation for WTR40, the work that has been identified for the first few years (2025-2027) is to address the next critical valve vaults and gate valve. In parallel with this work, WTDS will work towards developing an asset condition assessment plan for the transmission mains. By separating the transmission mains into a separate program, the criticality of the work on these arterial mains will remain a priority distinct from the many needs of the distribution system as a whole.

Project Visuals

Rusting steel roof beams inside an existing chamber.





Performing a repair in a large valve chamber and transmission main.



A 48" diameter transmission main with corrosion holes.



New 36" diameter gate valve.

Project Funding and Cost Breakdown

WTR40

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$500,000	$500,000	$500,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$500,000**	**$500,000**	**$500,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Expenses							
DANDPM - Design and Project Management	$80,000	$80,000	$80,000	$160,000	$160,000	$160,000	$160,000
CONSTC - Construction Costs	$401,000	$401,000	$401,000	$802,000	$802,000	$802,000	$802,000
GOVER - General Overhead	$19,000	$19,000	$19,000	$38,000	$38,000	$38,000	$38,000
EXPENSES	**$500,000**	**$500,000**	**$500,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The observed remaining life will vary from zero for those assets that no longer perform their designed task, ie: a gate valve does not close to a large percentage of their designed service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The assets replaced or rehabilitated as part of this project are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as valves, wear on the internal components occurs over time so age is factored in along with documented performance issues from maintenance crews when operating the valves. Components replaced as part of this project are operationally at or near failure. For transmission mains, based on a Minneapolis water distribution system specific statistical study, age is not a factor for determining water main capital investment needs.

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence is social measures. Water main cleaning and lining restores adequate flow volume to water mains to sustain firefighting and improves aesthetic water quality by eliminating the source of discoloration. If a valve fails when a water main needs to be shut down for necessary work, the shut off needs to be extended to the next valve which in the transmission system, can be a long distance and very disruptive to the overall system integrity.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and bond funds.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means that assets meet service levels at an acceptable level of risk. This asset does not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, a given asset will be rehabilitated to its expected useful life.

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:

Not applicable

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

Transmission main valve replacement or renewal and valve chamber rehabilitation are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

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.

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 to the extent feasible.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to maintain current operating and maintenance costs.

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

Not applicable

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

Not applicable but work is expected to start in 2025.

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:

2025 – 2027: Construction to rehabilitate gate valves and valve chambers. Develop an asset condition assessment program for transmission mains.
2027 – 2031: Continue rehabilitating gate valves and valve chambers. Perform repairs and/or replacement of transmission main pipes.

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

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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.

Public Health: 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.

Built Environment & Transportation: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water and fire protection.

Additional Information

The Water Distribution system is essential to the vitality of the City. This Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residences, 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.



City of Minneapolis

WTR41 - Bridge Mains

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2031
Ongoing Program: No
Current Phase: Planning & Design
Level of Need: Significant
Department Priority: 10 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Josh Brown
Contact Phone Number: 612-661-4902
Contact Email: joshua.brown@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior year funding amount from 2025 totals $700,000.
Total project cost (all years): $7,100,000

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations throughout the city

Project Description

Midtown Greenway Bridge Mains
The City of Minneapolis Public Works is currently working on the reconstruction of five bridges over the Midtown Greenway. Four of these bridges have a small diameter water main that is hung underneath the bridge. These distribution mains only operate during the warmer months and then are shut down during the winter to prevent freezing due to relatively low flow velocities. As part of the bridge replacement projects, these water mains are planned to be relocated below ground underneath the Midtown Greenway allowing the water mains to operate through the full year rather than seasonally.

Franklin Ave Bridge Main
A 48-inch water transmission main currently suspends from the Franklin Ave Bridge that spans the Mississippi River. This water main was installed in 1949 and has been maintained and rehabilitated over the years. The exterior of the water main was recoated approximately 20 years ago and is showing signs of breakdown in areas. The interior pipe condition is unknown but is suspected that the interior of the pipe will need recoating as part of the project as well. Steel 48-inch diameter pipe bends at the ends of each side of the main have shown significant signs of wear and will need to be replaced as well.

Purpose and Justification

Greenway Bridge Mains

During reconstruction of the Greenway bridges it is anticipated the water main suspended under each bridge will need to be removed.. This project will relocate each water main underground allowing for year-round operation of these distribution mains and will allow for better water distribution flow through these areas.

Franklin Ave Bridge
The 48-inch transmission main across the Franklin Ave bridge is a vital part of the water transmission system carrying water to south Minneapolis. Work on other transmission mains associatedd with the 3rd Avenue and 10th Avenue bridge work necessitated delaying the rehabilitation of the Franklin water main. Keeping this main in working condition is crucial and continued delay of this rehabilitation could result in unplanned outages. Recoating the inside and outside of this pipeline will extend the service life and provide great resiliency of our transmission main infrastructure.

Project Visuals





Typical Midtown Greenway water main location within the bridge structure.



Franklin Avenue bridge main over the Mississippi River showing typical corrosion from road salt from the bridge deck above



Franklin Avenue bridge main interior showing the lining material failure.

Project Funding and Cost Breakdown

WTR41

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$700,000	$700,000	$700,000	$3,000,000	$1,000,000	$1,000,000	$1,000,000
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$700,000**	**$700,000**	**$700,000**	**$3,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Expenses							
DANDPM - Design and Project Management	$112,000	$112,000	$112,000	$480,000	$160,000	$160,000	$160,000
CONSTC - Construction Costs	$561,000	$561,000	$561,000	$2,405,000	$802,000	$802,000	$802,000
GOVER - General Overhead	$27,000	$27,000	$27,000	$115,000	$38,000	$38,000	$38,000
EXPENSES	**$700,000**	**$700,000**	**$700,000**	**$3,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Greenway Bridge Mains
10-20 years

Franklin Ave Bridge
The condition of this water main is in fair condition. Points of deterioration have been observed where the water main is exposed to water and salt intrusion near bridge expansion joints and bends exposed to the open air. Approximate remaining service life is 5-10 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Greenway Bridge Mains
These water mains are overall in good condition. The relocation of the water main in these locations will allow for full year operation and having the water main buried will extend their useful life.

Franklin Ave Bridge
The overall condition of the water pipe is in good condition but interior and exterior protective coating failures are evident. Specific locations are in fair condition including certain locations of pipe coating as well as some pipe supports near the bridge abutments.

What is the expected useful life of the project/improvement?

40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Continued deferment on both projects will increase overall maintenance costs due to higher potential for water main leaks.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. Long term operation and maintenance costs will be covered by water revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met. Distribution system pressures must meet Minnesota Department of Health standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level means that assets meet service levels at an acceptable level of risk. The assets that are replaced or rehabilitated as part of this do not meet service levels at an acceptable level of risk (asset service level is a three). Upon completion of the work under this project, the assets will be replaced or rehabilitated to their expected useful life.

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:

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:

Water Treatment and Distribution Services is working closely with the City of Minneapolis Bridge group in the Transportation Maintenance and Repair Division as they plan and implement bridge replacements along the Midtown Greenway.

The Franklin Ave Bridge is owned by Hennepin County. We will work closely with the county and the Minneapolis Bridge group to complete work and meet any standards they require.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

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.

Yes. Water distribution system projects occur 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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to reduce operating and maintenance costs.

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

($8,500) - ($10,000)

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

2026

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

Greenway Bridge Mains

- The existing distributions mains are shut down seasonally to prevent freezing of the water main through the winter. This requires maintenance staff to shut down and drain the main in the fall and then re-chlorinate and bring the main back into service.

Franklin Ave Bridge

- With structural repairs being complete on the Franklin Ave Bridge main the risk of water leaks on this pipeline resulting in lower personnel and operating costs to repair these.

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:

Greenway Bridge Mains

The Greenway bridge water main replacements will be of a similar design and will be incorporated into the bridge department design plans and bid as part of the bridge replacement project. See below construction years for the following Greenway bridges:

2025: Nicollet (Not included as a Water Treatment and Distribution Services funded project)
2025 – 2026: Pillsbury Avenue
2025 – 2026: 10th Avenue
2026: Grand Avenue
2026: 18th Avenue

Franklin Ave Bridge

2024 – 2025: Pipeline Testing and Analysis
2026: Design
2028 – 2030: 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:

The Greenway Bridge main replacement must be completed during the bridge reconstruction projects therefore there is little flexibility with these projects.

Franklin Ave Bridge has some flexibility, but this higher-priority project was delayed while the 3rd Avenue and 10th Avenue transmission mains were rehabilitated or replaced in conjunction with recently completed bridge projects.

Minneapolis City Goals

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Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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 and as an outcome of eliminating the season shutdown of seasonal mains on several of the Midtown Greenway bridges and ensuring the reliable function of the Franklin Avenue bridge transmission main, reliable fire hydrant flows and system pressures will be the result.

Public Health: 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 transmission and distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and if/when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water.

Additional Information

The Water Distribution system is essential to the vitality of the City. This project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residences, 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.



City of Minneapolis

WTR42 - Advanced Treatment

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: After 12/31/2031
Ongoing Program: No
Current Phase: Planning
Level of Need: Desirable
Department Priority: 16 of 15
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Rochelle Widmer and Annika Bankston
Contact Phone Number: 612-673-2191
Contact Email: rochelle.widmer@minneapolismn.gov annika.bankston@minneapolismn.gov
Website:
Prior year(s) funding amounts: Not applicable
Total project cost (all years): $40,000,000

Project Location:

Address: 4100 Marshall Street NE
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus

Project Description

To continue to provide safe drinking water meeting potential future water quality challenges, Water Treatment and Distribution Services (WTDS) is in the initial planning stages of incorporating advanced water treatment techniques into our existing treatment process – specifically the addition of ozone or ozone and hydrogen peroxide ahead of the existing granular activated carbon filters at the Fridley Filter Plant (FFP). The addition of advanced oxidation process (AOP) treatment would work in conjunction with the recently upgraded filters in order to enhance the existing treatment performance. AOP would aid in the reduction of taste and odor compounds, futher reduce other organic compounds and and assist in meeting future treatment requirements for the removal of pharmaceuticals, hormone disrupters, and other contaminants of emerging concern. The first stages of this project will include a high-level review, feasibility study, and benefit-cost analysis of adding advanced treatment into the current water treatment process. Following this stage, an investigation into the various treatment alternatives via a pilot or bench-scale study would be conducted. In anticipation of the analyses confirming advanced oxidation is a worthwhile endeavor, this capital funding request is for the future design and construction of an Advanced Treatment Facility.

Purpose and Justification

Customer satisfaction is a key level of service that WTDS provides to customers with consistent high quality drinking water. One of the major benefits of incorporating advanced treatment is to further assist in addressing taste and odor concerns. In addition, organic removal by the biologically-active granular activated carbon filters

can be improved with advanced oxidation ahead of the filters. Additionally, anticipated future regulatory requirements for matters such as contaminant removal that can be feasibly managed by the introduction of an AOP.

The incorporation of advanced water treatment systems is viewed as an increasingly necessary option for other drinking water utilities using the Mississippi River as their source. In addition, more stringent regulations on water quality are imminent. Proper anticipation and planning for future needs will provide the City with adequate time and resources to efficiently confront expected regulations in a more cost-effective manner.

Project Visuals

Figure 1: City of Fargo ozone generators



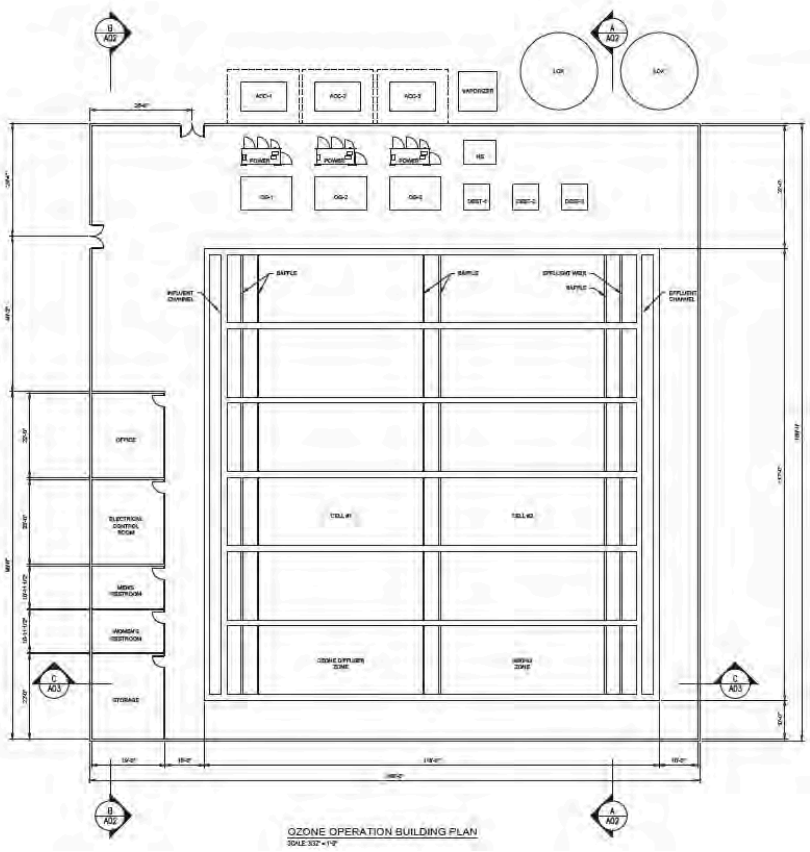


Figure 2: Ozone operation building plan view.

Project Funding and Cost Breakdown

WTR42

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$0	$0	$0	$0	$0	$1,000,000	$18,000,000
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**	**$18,000,000**
Expenses							
DANDPM - Design and Project Management	$0	$0	$0	$0	$0	$160,000	$2,880,000
CONSTC - Construction Costs	$0	$0	$0	$0	$0	$802,000	$14,428,000
GOVER - General Overhead	$0	$0	$0	$0	$0	$38,000	$692,000
EXPENSES	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**	**$18,000,000**

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The incorporation of advanced water treatment systems is an up-and-coming reality for other utilities drawing from the Mississippi River. In addition, more stringent regulations on water quality are imminent. Proper anticipation and planning for future needs will provide the City with adequate time and resources to efficiently confront expected regulations in a more cost-effective manner.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

No additional non-City funding sources planned at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act. (SDWA). The U.S. Environmental Protection Agency (USEPA) sets safe drinking water standards through the SDWA. These standards limit the amount of specific contaminants allowed in drinking water. Minneapolis Water Treatment and Distribution Services distributes safe, high-quality drinking water meeting USEPA drinking water standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No, all funding for this project is planned to come from water enterprise revenue and bond funds.

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

None planned

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

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

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.

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

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Project will add new operating and maintenance costs.

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

An extensive study would be needed to appropriately estimate these costs. Life cycle cost estimates will be generated as part of feasibility studies and basis of design evaluations as well as during appropriate stages in detailed design..

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

After 2031.

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

Life cycle evaluation costs will be provided at multiple stages during the planning process.

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

All funding for annual operating costs is planned to come from water enterprise revenue.

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 carryover from previous years.

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

2025-2029: Feasibility and alternative evaluations, bench-scale testing, pilot testing, development of basis of design
2030-2035: Detailed design, equipment selection and procurement, bidding, contracting, construction and start-up.

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

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: 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.

Public Health: 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Minneapolis Water Treatment and Distribution Services hosts tours for the community. Minneapolis school students and residents come to these tours to learn how safe drinking water is produced. The future advanced treatment facility would be included within the tour.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to safe drinking water.

Additional Information

Many challenges relating to future water quality regulations and customer-based concerns can be addressed by incorporating advanced water treatment technologies into the drinking water treatment system. It is in the City's best interest to continue to upgrade and advance the existing treatment operations with well-tested, viable technologies in order to encourage trust in its constituents.



City of Minneapolis

WTR43 - Water Distribution Facility

Project Details:

Project Start Date: 01/01/2013
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 6 of 15
Submitting Agency: Public Works - Water Treatment and Distribution Services
Contact Person: Annika Bankston
Contact Phone Number: 612-673-2991
Contact Email: annika.bankston@minneapolismn.gov
Website:
Prior year(s) funding amounts: The prior year funding amounts for WTR18 are: $3,000,000 in 2013, $4,000,000 in 2014, $1,500,000 in 2016, $7,500,000 in 2017, $1,235,000 in 2018, $15,285,000 in 2020, $1,000,000 in 2021, $1,670,000 in 2022, $1,670,000 in 2023, and $4,577,000 in 2024. Prior year funding amount for WTR43 is $4,995,000 in 2025.
Total project cost (all years): To be determined.

Project Location:

Address: To be determined
City Sector: To be determined
Neighborhood(s) Located: To be determined
Ward(s) Located: To be determined
Description of Location: To be determined

Project Description

The existing Water Distribution and Maintenance Facility (East Side Yard facility) is located at the intersection of 5th Avenue S.E. and Hennepin Avenue. This facility serves as the base of operations for the water distribution system maintenance and construction operations of the Water Treatment and Distribution Division. A new property needs to be acquired, and new facilities designed and built.

The prior years' funding amount, shown above, is made up of the Water fund's share of the 2013-2024 appropriations for WTR18 which were requested to fund the Water fund's share of the proposed expansion of the Public Works' Hiawatha Maintenance facility project. This current request assumes the remaining unused appropriations, $28,437,000 will be converted to WTR43 appropriations in the future. The Water fund's $19,986,000 in 2025-2028 appropriations had been moved from WTR18 to WTR43 for this proposed 2025-2030 capital budget. The total requested amount for the Water Distribution facility have not changed. Once an estimated project cost is determined the appropriation amounts will be updated to reflect the expected project cost.

Purpose and Justification

The purpose of this Project is to design and build a suitable multipurpose maintenance facility for the Water Distribution operations of the Water Treatment and Distribution Division of the Minneapolis Public Works Department.

The current site for Water Distribution operations dates back to the 1880's and is comprised of multiple structures of various sizes and types, circulation space, construction yard space, and site storage spaces that are intermingled with employee parking areas. These facilities, due to age, location, and evolving operations and maintenance activities no longer provide adequate or efficient use of space for the required Water Distribution facility's operations. Several of the buildings have exceeded their life cycle and need to be replaced, while others are in need of major repairs and rehabilitation in order to continue service. The existing facilities are deficient in a variety of functional areas including; heating, air conditioning, power, lighting, security and communications. In addition, the industrial nature of the site coupled with the inefficient physical layout has a strong negative impact on the surrounding neighborhood.

Project Visuals

The current Water Distribution East Side Yard office and garage at East Hennepin and 5th Ave SE





Current warehouse



Current warehouse

Project Funding and Cost Breakdown

WTR43

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
391003 - Enterprise Bonds Issued	$4,995,000	$4,995,000	$4,996,000	$5,000,000	$0	$0	$0
395400 - Water Revenue	$0	$0	$0	$0	$0	$0	$0
REVENUES	**$4,995,000**	**$4,995,000**	**$4,996,000**	**$5,000,000**	**$0**	**$0**	**$0**
Expenses							
DANDPM - Design and Project Management	$799,000	$799,000	$799,000	$800,000	$0	$0	$0
CONSTC - Construction Costs	$4,004,000	$4,004,000	$4,005,000	$4,008,000	$0	$0	$0
GOVER - General Overhead	$192,000	$192,000	$192,000	$192,000	$0	$0	$0
EXPENSES	**$4,995,000**	**$4,995,000**	**$4,996,000**	**$5,000,000**	**$0**	**$0**	**$0**

Asset Condition

Asset type:

Vertical Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The existing Water Distribution facilities will be demolished or reused for other purposes as it coordinates with FIR11

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The Water Distribution facility is past its intended and usable life. This facility has had minimal maintenance since this project was originally proposed in 2014.

What is the expected useful life of the project/improvement?

75-100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This project has been long delayed while co-location of Water Distribution operations and facilities with other Public Works' divisions at the existing Public Works Hiawatha campus were pursued. The result is increased cost due to market escalation of property value and Construction costs. Deferring the project has also resulted in additional cost for Public Works operations due to limited space on the existing Hiawatha facility site and needing to use space on other sites or leased locations.

On-going extensive maintenance and repairs of obsolete building systems at Water's existing East Side Yard facility. Water Distribution staff continue to work in undersized, outdated facilities that negatively impact work efficiency and effectiveness and are at odds with the City's goal to be an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This Project will construct a city facility that will be owned and operated by the City of Minneapolis and funded within the Water Enterprise fund.

Economic Development

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

Yes (indirectly)

Describe the economic development impact of the project:

Relocation of the Water Distribution facility from the East Side Yard site at Hennepin Avenue and 5th Ave SE will allow relocation of Fire Station 11 and private development of excess site area and historic water department storage and horse stable buildings.

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

Yes, on a portion of the current East Side Yard 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.

To be determined. The Project design team will use the Complete Streets Policy 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.

To be determined. The Project design team will use the Complete Streets Policy and Vision Zero initiatives to 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.

To be determined.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

All applicable environmental and regulatory codes, standards, and City policies and guidelines will be adhered to in the design, construction, and operation of the new facility.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A facility that is efficient, sustainable, safe, energy efficient, and environmentally friendly.

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:

In 2023, the State of Minnesota appropriated $4,500,000 to the Public Facilities Authority for a grant to Minneapolis for predesign, design, engineering, and environmental analysis of the water distribution facility to be located in Hennepin County or Anoka County. (MN House File 670, Article I, Sec. 15, Subd. 11 “Minneapolis; Water Distribution Facility”)

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

None at this time.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None at this time, opportunities for public art will be considered and implemented as part of the project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

To be determined.

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

To be determined

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

Once Water Distribution staff and operations are relocated to new facility.

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 sometimes offset by conditioning increased volume of fresh air or 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 required revenue to be recovered by water rates as part of recurring cost of service analysis and associated rate setting as part of budgeting cycles.

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:

A suitable property needs to be located and purchased before entering the planning & design stage prior to construction activities.

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

2024-2025: Property search
TBD: RFP for program consultant and preliminary planning (in-depth alternatives assessment and basis of design).
TBD: Preliminary Design, Detailed Design, Equipment selection and procurement,
TBD: Installation and Construction
TBD: Finish 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:

Minimal flexibility, a new Water Distribution facility is an important and urgent need.

To be determined

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes 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 Black, Indigenous and People of Color-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 and 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 an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: A modern Water Distribution facility meeting the needs of staff enables more efficient, effective delivery of water distribution maintenance and services.

Built Environment and Transportation: City prioritizes high-quality infrastructure.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Racial demographics and neighborhood impacts will be considered as part of evaluating locations for new facility.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

To be determined

What data is available or missing? How can you obtain additional data?

To be determined

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Neighborhood will be informed of the planned facility once the site is selected. Then feedback will be sought on site layout, right-of-way improvements, and publicly accessible spaces.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

Racial equity consdierations will be included as part of location selection and facility planning.

Additional Information

In May 2023, City leadership supported the sale of the Roof Depot site for an East Phillips Indoor Farm and the existing Public Works Hiawatha Campus will not be expanded. Consequently a new location is needed for the Water Distribution facility. A new Water Distribution facility has been a capital request and CLIC-supported project for over 10 years and Water funds have been budgeted as such. A new facility should be delivered as soon as possible.



City of Minneapolis

WTR9R - Reimbursable Watermain Projects

Project Details:

Project Start Date: 01/01/2011
Estimated Project Completion Date: 12/31/2031
Ongoing Program: Yes
Current Phase: All - Planning / Design & Construction
Level of Need: Significant
Department Priority:
Submitting Agency: Public Works - Water Treatment & Distribution Services
Contact Person: Marie Asgian
Contact Phone Number: 612-673-5682
Contact Email: marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is an on-going program that is funded annually at $2,000,000 however, the allocation is cost neutral: revenues equal expenses.
Total project cost (all years): Net neutral project cost

Project Location:

Address: Various
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various - Project Specific

Project Description

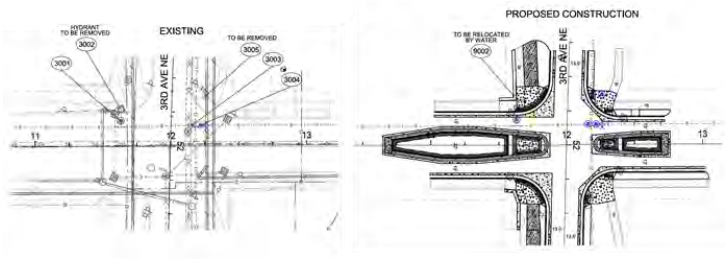
These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. This is essentially a pass-through appropriation to cover the costs during construction that will be invoiced and recovered upon its completion. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by partner agencies and entities such as MNDOT, LRT, Xcel, and Centerpoint.

Purpose and Justification

See project description

Project Visuals and Map

Existing and proposed drawings showing the relocation of water infrastructure to accommodate a project.



Project Funding and Cost Breakdown

WTR9R

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues							
345501 - Other Services Provided	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
REVENUES	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**
Expenses							
DANDPM - Design and Project Management	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000
CONSTC - Construction Costs	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000
GOVER - General Overhead	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000
EXPENSES	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The remaining life of the asset varies but the work is driven by and reimbursed by others who require water infrastructure relocation to accomplish other work. Two examples of this work are lowering a water main to accommodate a crossing of a new or upgraded underground utility and the relocation of a fire hydrant in to accommodate a street reconstruction project that has intersection bump-outs.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The asset condition is generally good but the asset location needs to be altered to accomplish project work by others, e.g. relocation of a fire hydrant as part of a street reconstruction project where the roadway width is being altered. The metric for asset condition is that the item is fully functional as an integral part of the water distribution system.

What is the expected useful life of the project/improvement?

40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This allocation is cost neutral: revenues equal expenses. This allocation allows the Water Division to perform work in advance of project work by other contractors to minimize the impact to project schedules.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. The capital outlay is reimbursed. On-going maintenance costs are the same.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Requirements of the Safe Drinking Water Act, American Water Works Association standards for water system components, the City's Supplemental Standards for Construction in the Public Right of-way and sound engineering practices.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the asset being fully functional as a drinking water distribution system component. The goal is to be at level 5 at the end of the project.

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:

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:

This project is collaborative in that all work is requested and funded by others.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

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:

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.

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.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. On-going maintenance costs are the same.

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

$0

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

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 projects for partner 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, operational costs are cost-neutral or slightly decrease since a used, but serviceable, component is being replace with a new component. Efficiency improvements are considered 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:

Project is funded by Water Revenue and not bond funded. Since work under this project is reimbursable water system alterations, work is invoiced upon the completion so that revenues equal expenses.

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

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Built Environment & Transportation 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 solution to transportation improvement projects and other infrastructure projects.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This work occurs citywide.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Work is utility relocation within the public right-of-way at the request of and financed by a bigger overarching project. The water system work is small and typically unnoticed as compared to the overarching project but critical to the continuity of service to all water customers.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Not applicable- the project work is utility relocation within the public right of way to accommodate improvement projects by others. Any community engagement would be part of the over-arching project that is requesting the utility relocation.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

While this does not specifically help the city achieve racial equity, it provides continuity of water service to all water users.

Additional Information