



2016 CLIC

Capital Long-Range Improvement Committee

Friday, April 22 & Saturday, April 30

2017 - 2021 Capital Budget Requests

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Project Title: MBC01 Life Safety Improvements

Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls

City Sector: Downtown

Project Start Date: 1/1/99

Submitting Department: MBC

Contact Person: Erin Delaney

Level of Need: Significant

Affected Wards: 5

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 12/31/21

Department Priority: 1 of 5

Contact Phone Number: (612)-596-9517

Project Description:

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

We are proposing additional work for 2017 that would address life safety concerns not addressed in the current 23 stage Mechanical / Life Safety Project including adding smoke barriers in the rotunda, 5th street lobbies and ADC; adding fire sprinkling in the rotunda gallery, corner shafts, attic and 4th Street Tower and 5th Street tower; adding exit signage; and adding attic occupant notification. Security upgrades would be included with the proposed smoke barriers at the Rotunda and 5th Street Lobbies to limit access to the east and west corridors in the event of an emergency. The additional life safety work related to accessibility issues on the East Mezzanine level would be addressed concurrently with Stages 20 and 21.

The MBC is also requesting additional funding for plumbing improvements that would include lead/tin solder replacement and removal of unnecessary piping and fixtures throughout the building.

The MBC life safety program includes installation of building sprinkler, fire alarm, smoke detection, stairway pressurization, and public address systems, update of building exits and stairs, and installation of fireproofing, smoke barriers and purge systems.

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

Purpose and Justification:

Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building. The proposed additional work as outlined in the 2011 Summit Fire Consulting report would complement the Life Safety work planned for the remaining stages. In 2011 Summit Fire Consulting prepared an updated life safety study in follow up to the 1989 study. This was prepared in cooperation with the City of Minneapolis Inspections and Fire Departments

The remaining Life Safety work inside the boundaries of futures stages (including stages 15, 19, 20, 21, 22 and 23) will be simultaneously completed with the MBC Mechanical Systems Upgrade project to gain economies of scale and minimize disruption.

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

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants	100	2,775	175	100	125	50	3,225	
Net Debt Bonds	855	2,725	175	100	125	50	3,175	
Total	955	5,500	350	200	250	100	6,400	

Project Title: MBC01 Life Safety Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	550	35	20	25	10	640
Construction Costs	4,950	315	180	225	90	5,760
General Overhead	275	18	10	12	5	320
Total	5,775	368	210	262	105	6,720

Have Grants for this Project been secured? ☐

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

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

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains City Hall, a key public facility, contributing to a more effective and efficient municipal government—in furtherance of the following City Goals:

A City that works: City government runs well and connects to the community it serves

*Departments work seamlessly with each other and with the community and form strategic partnerships

*City operations are efficient, effective, results-driven and customer focused

*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

The Minneapolis Plan for Sustainable Growth - references

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

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Project Title: MBC01 Life Safety Improvements

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

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

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

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

Location and design review for this project was conducted April 2008. The project was found consistent with the comprehensive plan. No additional review is required by the City Planning Commission.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. Maintenance items including painting, ceiling tiles, and carpet have also been incorporated into the project. Nearly all of these other items are funded outside of the Capital Project but they have been coordinated with the Mechanical and Life Safety Upgrade for economies of scale and to reduce relocation expense and swing space rental.

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

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 30

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

What is the estimated annual operating cost increase or (decrease) for this project? 5,000

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$331,100

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

There will be some additional operating costs for additional testing and inspections of the additional fire sprinkler and fire alarm items. We anticipate an additional cost of \$5,000 / year. This is equal to the cost of 1 quarter testing for the building per year.

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

MBC will use operating funding for this. No significant impact.

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

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

Stage 18 is completed

Stage 22/23 Construction – August 2016 – January 2018

The Life Safety Project is scheduled for completion in 2021.

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

DD and CD Phase for new Life Safety Scope– January – May 2017

Procurement and Contracting for new Life Safety Scope – June – August 2017

Construction of new Life Safety Scope – September 2017 – August 2018

Plumbing work phase I - 2017

Plumbing work phase II - 2018

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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

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

Project Title: MBC02 Mechanical Systems Upgrade

Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls
City Sector: Downtown
Project Start Date: 1/1/99
Submitting Department: MBC
Contact Person: Erin Delaney
Level of Need: Significant

Affected Wards: 5
Affected Neighborhood(s): Downtown West
Estimated Project Completion Date: 12/31/21
Department Priority: 2 of 5
Contact Phone Number: (612) 596-9517

Project Description:

The MBC Mechanical Systems Upgrade includes renovation and upgrade of the heating, ventilating, and air conditioning systems in the Minneapolis City Hall / Courthouse. These upgrades are being completed based on a 1989 report prepared by Hammel Green and Abrahamson, Inc. The design includes air-handling units, a new distribution ductwork with VAV boxes, electronic controls, hot water finned tube radiation, and exhaust systems for special-equipment hoods and apparatus, restrooms and used ventilation air. The project will vacate and upgrade mechanical and life safety systems in approximately 15,000 square-foot sections of the City Hall Courthouse every six to eight months through the year 2021. The project is being coordinated with several projects including the MBC's Life Safety Upgrade, removal of asbestos, space reconfiguration and computer infrastructure upgrades by the City and County. MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also completed in the spaces during the project.

Purpose and Justification:

The 1989 engineering study reported the majority of the existing systems were antiquated and undersized. They provided inadequate ventilation and poor temperature control throughout the building. In some areas, heating piping is severely corroded and intermittent ruptures damage the building, equipment, and interrupt work for building tenants. There is concern that many components of the existing system will not function until their scheduled replacement. An aggressive schedule is required to replace equipment before it ceases functioning.

In 2009 through 2017, several energy efficiency improvements are scheduled which will save an estimated \$160,000 dollars in operating costs each year when they are completed. Operating cost saving are discussed in greater detail in a subsequent section.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants	400	450	385	450	400		1,685	
Net Debt Bonds	2,355	450	120	475	420		1,465	
Total	2,755	900	505	925	820		3,150	

Project Title: MBC02 Mechanical Systems Upgrade

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	90	50	92	82		315
Construction Costs	810	454	832	738		2,835
General Overhead	45	25	46	41		158
Total	945	530	971	861		3,308

Have Grants for this Project been secured? ☒

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

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

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

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the sustainability of City Hall, a key public facility, contributing to a more efficient and cost-effective municipal government—in furtherance of the following City Goals:

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

* Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

*All Minneapolis residents, visitors and employees experience a safe and healthy environment

*We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

*The City's infrastructure is managed and improved for current and future needs

*We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

*Departments work seamlessly with each other and with the community and form strategic partnerships

*City operations are efficient, effective, results-driven and customer focused

*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

The Minneapolis Plan for Sustainable Growth - references

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

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation

Project Title: MBC02 Mechanical Systems Upgrade

Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

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

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

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

Location & Design Review was conducted in 2008. The City Planning Commission found the project consistent with the comprehensive plan; no additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The project is coordinated with Hennepin County Capital Program. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure are completed during each stage. Maintenance items including painting, ceiling tiles, and carpet have also been incorporated into the project. Nearly all of these other items are funded outside of the Capital Project but they have been coordinated with the Mechanical and Life Safety Upgrades for economies of scale and to reduce relocation expense and swing space rental.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 30

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

What is the estimated annual operating cost increase or (decrease) for this project? (160,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$1,212,000

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

Installation of four energy wheels and a chilled water side economizer have been completed. The energy wheels and water side economizer capture energy from exhaust air and utilize that energy to heat, cool, or humidify incoming ventilation air. Originally the outside air intake units were scheduled at the end of the project. They have been rescheduled to capitalize on energy savings and to coordinate construction sequencing issues

If new infrastructure, discuss how the department/agency will pay for the increased 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 December 31, 2015, the unspent City & County Mechanical Project balance was \$1.9 million. The estimated 2016 spending is \$800,000. The projected unspent balance on Dec. 31, 2016 is \$1.1 million which, along with the 2017 requested funding of \$900,000 is sufficient to fund all work in 2017.

Dec. 31, 2015 balance:	\$1,900,000
2016 appropriations:	\$0
2016 estimated spending:	(\$800,000)
Dec. 31, 2016 projected balance:	\$1,100,000

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

The Mechanical Project is scheduled for completion in 2021. Stage 18 was completed in 2015.

The next planned stages are 22 and 23. The MBC has hired a consultant to conduct programming and provide cost estimates for different options. The consultant then will provide a complete design, and construction administration. Stages 22 and 23 construction will be completed in 2017.

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:

The 2014 project schedule did not proceed as planned due to delays in Stages 18 & 15. As a result, this project has accumulated

Project Title: MBC02 Mechanical Systems Upgrade

prior-year funds for 2016 through 2018 expenditures.

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

Project Title: MBC09 Critical Power Capital Project

Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls
City Sector: Downtown
Project Start Date: 1/1/15
Submitting Department: MBC
Contact Person: Erin Delaney
Level of Need: Significant

Affected Wards: 5
Affected Neighborhood(s): Downtown West
Estimated Project Completion Date: 12/31/17
Department Priority: 3 of 5
Contact Phone Number: (612) 596-9517

Project Description:

The project is located in the Minneapolis City Hall / Hennepin County Courthouse. The scope of work upgrades emergency power systems. The MBC hired a consultant in 2015 to study the options and costs for improving electrical redundancy for critical functions in the building. Possible Critical Power System components include an additional electrical generator, switchgear, power conditioning equipment, uninterruptible backup systems, fuel storage upgrades and other associated equipment.

Purpose and Justification:

This building houses a 500-bed Adult Detention Center, an emergency management call center, a natural disaster/emergency security operations center, and offices for the Hennepin County Sheriff and Minneapolis chiefs of Police and Fire. The emergency power systems supply only minimal requirements for evacuating the City Hall/Courthouse and providing uninterruptible power for voice / data 911 requirements. The backup systems cannot support HVAC, environmental controls, security monitoring, general lighting and power receptacles for continued building occupation. The building's critical power system must be updated and expanded to maintain all these critical functions during a long-term power outage.

The existing backup power systems are both physically and functionally obsolete. One of two existing emergency generators is at the end of its useful life. The original system design is outdated by current standards. And finally, the standards themselves are evolving during this era of heightened awareness of homeland security and natural disasters. The proposed project has been structured to address these concerns.

In December 2013, the building experienced a power outage which effected safety concerns for building occupants, staff, and County inmates within the building.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants	200	2,500					2,500	
Net Debt Bonds	210	2,500					2,500	
Total	410	5,000					5,000	

Project Title: MBC09 Critical Power Capital Project

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	500					500
Construction Costs	4,500					4,500
General Overhead	250					250
Total	5,250					5,250

Have Grants for this Project been secured? ☐

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

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

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the sustainability of City Hall, a key public facility, contributing to a more cost-effective and effective municipal government—in furtherance of the following City Goals:

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

* Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

*All Minneapolis residents, visitors and employees experience a safe and healthy environment

*We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

*The City's infrastructure is managed and improved for current and future needs

*We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

*Departments work seamlessly with each other and with the community and form strategic partnerships

*City operations are efficient, effective, results-driven and customer focused

*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

The Minneapolis Plan for Sustainable Growth - references

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

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Project Title: MBC09 Critical Power Capital Project

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

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

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

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

Location Design & Review was conducted for this project in May 2009. The City Planning Commission found the project consistent with the city's comprehensive plan.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The project is coordinated with the Hennepin County Capital Program throughout the five year capital funding cycle.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$44,500

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

Operating Costs for the MBC will be unchanged by the project. Replacement of failing electrical equipment will reduce future maintenance costs. No cost has been assigned for the reduced risk to government operations or the public during a future natural disaster or homeland security event.

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

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

In 2015, schematic design work determined the overall project cost for future years. The 2016 request funds design work in conjunction with Hennepin County's critical-power project. The 2017 request will fund the construction costs.

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

The MBC has hired a consultant to conduct a feasibility study and provide cost estimates for different options. The study was completed in 2015, and was funded from the City's and County's \$132,000 appropriation in 2015 (The City's 2010 appropriation was re-authorized for 2015).

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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

Recent events have illustrated the need for prolonged operation of security operations centers. The proposed project would review and address that need. During the I35W bridge event, the security operations center in the City Hall/Courthouse was staffed for an extended period. The proposed project would enable that function to continue even with the loss of building power. In December 2013, the building experienced a power outage which effected safety concerns for building occupants, staff, and County inmates within the building.

The MBC is hiring a consultant to conduct design development, provide construction documents for bids and the construction, and construction administration for this project.

Project Title: MBC10 Exterior Improvements

Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls
City Sector: Downtown
Project Start Date: 1/1/16
Submitting Department: MBC
Contact Person: Erin Delaney
Level of Need: Important

Affected Wards: 5
Affected Neighborhood(s): Downtown West
Estimated Project Completion Date: 12/31/20
Department Priority: 5 of 5
Contact Phone Number: (612) 596-9517

Project Description:

This project helps preserve the City Hall / Courthouse by addressing building envelope issues including waterproofing, exterior windows and doors and masonry.

Preserving this asset involves addressing envelope issues on a regular basis. This project is primarily about asset preservation, but also about tenant comfort. This project will include limited waterproofing replacement, masonry repointing and repairs, and exterior window and door repair or replacement. The largest piece of this project is the exterior windows. The MBC is in the process of contracting with Encompass to complete a forensic study of our windows and to test two repair options against the replacement option. This study will provide useful data to guide the decision as to whether we proceed with repair or replacement. Once that is determined, this project will proceed with schematic design for the full project. All work will be coordinated to make efficient use of required access whether that is scaffolding or lifts.

The City Hall / Courthouse is located at 350 South 5th Street in downtown Minneapolis.

The Municipal Building 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.

Purpose and Justification:

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

Waterproofing/ Heat tape / Sub-Basement Work

The remaining areas of concern for waterproofing are the areas around shafts one (1) and three (3), which include related heat tape replacement and the roof replacement at the 13th floor of the clock tower. The waterproofing, flashing and heat tape work around shafts 2 and 4 have been completed as these were the most problematic. A majority of the heat tape around the exterior perimeter of the building is also in need of replacement as it was installed in 1997 and has an expected lifespan of 20 years. Finally, leaks have been an ongoing issue in the Platteville Limestone foundation walls that exist on the outside edge of the Southeast and Southwest area ways. These walls would also be addressed as a part of this work.

Masonry

The MBC has worked with MacDonald and Mack Architects to first identify the major masonry problems and potential solutions in 2012. The MBC has since addressed a portion of the highest priority masonry problems and has engaged MacDonald and Mack to do further investigation on the moisture issues at the 4th Street Entry, which has resulted in updated recommendations.

Windows

In follow up to the 2012 Braun Intertec report recommending window replacement, the MBC engaged MSR to do further analysis of the Municipal Building windows to find an effective repair solution that would then be tested. This work has been completed and the testing results showed little to no improvement. As noted above, the MBC is engaging Encompass to perform a more detailed analysis and test out a simple repair, an extensive repair, and a full replacement, with the goal of having good data to support the proposed solution.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants	625	1,050	1,100	925			3,075	
Net Debt Bonds	655	1,105	1,155	970			3,230	

Project Title: MBC10 Exterior Improvements

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Total	1,280	2,155	2,255	1,895			6,305	

Project Title: MBC10 Exterior Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	216	226	190			630
Construction Costs	1,940	2,030	1,706			5,674
General Overhead	108	113	95			315
Total	2,263	2,368	1,990			6,620

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the sustainability of City Hall, a key public facility, contributing to a more cost-effective and effective municipal government—in furtherance of the following City Goals:

- A City that works: City government runs well and connects to the community it serves
- *Departments work seamlessly with each other and with the community and form strategic partnerships
 - *City operations are efficient, effective, results-driven and customer focused
 - *Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

The Minneapolis Plan for Sustainable Growth - references

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

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

Project Title: MBC10 Exterior Improvements

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

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

Not Applicable

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

This project receives a dollar for dollar match with Hennepin County Capital Funding. Funding source and expense breakdowns show City Funding only.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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

Project Title: MBC10 Exterior Improvements

The construction work will temporarily impact the right of way. It will be up to the contractor as to whether they use lifts or scaffolding. They will need to follow City of Minneapolis ROW requirements.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

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

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

What is the estimated annual operating cost increase or (decrease) for this project? (130,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

Operating costs relating the Exterior Improvements Projects.

Costs below are construction costs only for Waterproofing and Masonry

Year Waterproofing and Heat Tape costs Masonry costs Window Film costs

2010

2011

2012 \$157,000.00

2013 \$10,400.00

2014 \$45,000.00 \$46,000.00 \$10,400.00

2015 \$152,500.00 \$10,400.00

Totals \$354,500.00 \$46,000.00 \$31,200.00

Grand Total: \$431,700.00

Cost / year based on last 3 years: \$143,900.00

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

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 new project has no prior funding and is scheduled to begin in 2016.

Complete Window study – October 2016

RFP Process for full Project – Complete by December 2016

Schematic Design – Complete by March 2017

Design Development – Complete by June 2017

Construction Document – Complete by October 2017 (At this point we will catch up with the previous schedule)

Bidding of Phase I (Exterior Perimeter Work including Windows, Heat Tape, and Masonry on 4th Avenue and 4th Street sides) – Complete by December 2017

Construction of Phase I – Complete by December 2018

Bidding of Phase II (Exterior Perimeter Work including Windows, Heat Tape, and Masonry on 3rd Avenue and 5th Street sides) – Complete by December 2018

Construction of Phase II – Complete by December 2019

Bidding of Phase III (All interior Courtyard Work including Windows, Waterproofing, Heat Tape and Masonry) – Complete by December 2019

Construction of Phase III – Complete by December 2020

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project Title: MBC10 Exterior Improvements

The project is planned in Phases as described in the Phasing/Timing section.

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

The MBC is addressing the cost concern with the window replacement recommendation by taking a deeper look at the existing window conditions and testing out the two repair options and the replacement option with pre and post testing to allow the data to speak to the best option. Once a direction has been chosen, we will proceed with schematic design or the full project.

Project Title: MBC11 Elevator Upgrades and Modernization

Project Location: City Hall / Courthouse, 350 S 5th Street, Mpls
City Sector: Downtown
Project Start Date: 1/1/17
Submitting Department: MBC
Contact Person: Erin Delaney
Level of Need: Important

Affected Wards: 5
Affected Neighborhood(s): Downtown West
Estimated Project Completion Date: 12/31/19
Department Priority: 4 of 5
Contact Phone Number: (612) 596-9517

Project Description:

The City Hall / Courthouse is located at 350 South 5th Street in downtown Minneapolis. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs. The County's programs are comprised of District Court, Sheriff's Administration offices, and the Adult Detention Center (4th and 5th floors). City functions that are housed in the City Hall include the Police Department, Mayor's office, and City Council among others.

This project will upgrade and modernize six(6) of the fifteen (15) existing elevators at the City Hall / Courthouse.

Purpose and Justification:

The Municipal Building Commission (MBC) engaged Van Deusen and Associates in February 18, 2016 to do a comprehensive review of all elevators at the City Hall / Courthouse to establish capital level upgrades that will be required over the next 20 years. This report has been completed subject to a final review by the MBC. Based on this review, cars 1-6 (Rotunda and 5th Street Elevators) are in need of modernization and upgrades due to the age of the elevator equipment and systems along with increasing repair requirements.

Cars 1-6 were originally installed in the 1950's and have seen 3 controller modernizations. Additionally, the elevator manufacturer Montgomery, who was purchased by Kone) is no longer providing replacement parts of the drive and controller systems, due to obsolescence. Furthermore, elevators have been experiencing prolonged wear and are requiring extensive repair as shown with the recent repairs required for Car 4. The recent work on Car 4 exemplifies that these repairs require that the elevators be out of service for extended periods of time as Car 4 was recently down for approximately 26 weeks.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Hennepin County Grants		90	288	1,478			1,856	
Net Debt Bonds		90	288	1,478			1,856	
Total		181	576	2,955			3,712	

Project Title: MBC11 Elevator Upgrades and Modernization

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	18	58	296			371
Construction Costs	163	518	2,660			3,341
General Overhead	9	29	148			186
Total	190	605	3,103			3,898

Have Grants for this Project been secured? ☐

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

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.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains City Hall, a key public facility, contributing to a more effective and efficient municipal government—in furtherance of the following City Goals:

A City that works: City government runs well and connects to the community it serves

*Departments work seamlessly with each other and with the community and form strategic partnerships

*City operations are efficient, effective, results-driven and customer focused

*Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

The Minneapolis Plan for Sustainable Growth - references

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

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.1 Encourage communication and coordination among city departments, Hennepin County, Minneapolis Park and Recreation Board, and Minneapolis Public Schools to share use of facilities.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Project Title: MBC11 Elevator Upgrades and Modernization

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.1 Increase usage of renewable energy systems consistent with adopted city policy.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

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

6.3.1 Encourage developments to implement sustainable design practices during programming and design, deconstruction and construction, and operations and maintenance.

6.3.5 Support the development of sustainable site and building standards on a citywide basis.

6.3.9 Develop regulations to further reduce the heat island effect in the city by increasing green urban spaces for parks and open spaces, including shading of parking lots, sidewalks and other impervious surfaces, promoting installation and maintenance of green roofs and utilization of highly reflective roofing and paving materials.

6.3.10 Promote climate sensitive site and building design practices.

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

Not Applicable

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This project is not connected with the comprehensive plan, transit related initiatives or collaboration arrangements.

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.

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

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Project Title: MBC11 Elevator Upgrades and Modernization

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There will be some electrical cost savings relative to traditional elevators for all upcoming elevator projects because they will utilize regenerative drive technology, which results in 20-40% energy savings relative to traditional elevators. We do not meter electrical consumption at each elevator and so the existing consumption and cost is not known.

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

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

- Currently in Design Development for Cars 11 and 15
 - CD Phase – May – July 2016
 - Procurement and Contracting – August – December 2016
 - Elevator 15 Construction – January – September 2017
 - Elevator 11 Modernization – January – November 2017 (overlap for submittals, fabrication and delivery only)
- All outstanding funding associated with the above project/work will be used by the end of 2017.

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

Year Schematic DesignDev ConstDocs Bidding ConstrAdmin

2017 Cars 1-6

2018 Cars 1-6

2019 Cars 1-6

Scalability/Funding Allocation Flexibility – discuss any flexibility 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

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

This project is important to maintain dependable vertical transportation in the building. The current equipment has served its useful life and should be replaced to avoid further high impact maintenance situations that involve long periods without elevator service.

Capital Budget Request

Project Title: PRK01 Building Improvements Program

Project Location: Painter Park, Lyndale Farmstead Park

City Sector: Southwest

Project Start Date: 1/1/17

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/31/18

Department Priority: 2/7

Contact Phone Number: 612-230-6470

Project Description:

This program will improve the energy efficiency, accessibility, heating and cooling, roofing and/or interior features of two recreation centers in the southwest sector of the city. The improvements are intended to provide improvements that extend the life of the building and increase park visitor comfort and accessibility. Specific improvements may include, but are not limited to, new boilers, new roof, new windows, addition of vestibules, and accessible bathrooms. In some buildings, air conditioning will be added to make summer programming more accessible to youth and seniors.

Purpose and Justification:

Most recreation center facilities throughout the park system are 40-50 years old. Many need new boiler systems and accessibility upgrades to adequately serve park visitors. Both buildings will benefit from energy efficiency updates.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		232					232	
Park Capital Levy		364					364	
Total		595					595	

Project Title: PRK01 Building Improvements Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	85					85
Construction Costs	482					482
General Overhead	28					28
Total	595					595

Have Grants for this Project been secured? ☐

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

None.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains and rehabilitates park facilities, improving their utility, and contributing to their sustainability and cost-effectiveness, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Amenities to support recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities) is a focus point of this city goal. Providing high quality, engaging recreation centers helps ensure residents and visitors have a safe, cost-effective recreation opportunity within the city.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Recreation centers are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). This project will most likely include accessibility improvements at two recreation centers, which will create equitable use and access for people of all abilities.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

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 provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Recreation centers are considered the heart of the park system, and are the hub from which much programming for children and youth is operated. These programs are of great interest to prime earners starting families in the city and considering the next steps in their career. High quality recreation centers can have a hand in keeping them in Minneapolis for the long term.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Recreation centers help create a sense of place for a community. They are places where culture and recreation unite within a community as families, grandparents, caregivers, and children meet on a regular basis to play, socialize, and share life experiences.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

Project Title: PRK01 Building Improvements Program

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each recreation center renovation has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, recreation center improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

Recreation center improvements across the system help renew park facilities and are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Design and implement a community center hub model that serves community members, is sustainable, and taps the resources of area neighborhood, community and regional parks.

These projects will address Policy 7.1.5 of the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan. This policy focuses on providing equipment, programming, and other resources that promote the physical and mental health of citizens. The recreation centers are facilities that support programming to enhance the well-being of Minneapolis residents.

Relevant City of Minneapolis Comprehensive Plan Policies:

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

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

Location and Design Review for these projects will take place in the spring or summer of each funding year.

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

Describe the economic development impact of the project:

None

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

Project Title: PRK01 Building Improvements Program

with the project:

None.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Lyndale Farmstead Park is surrounded on three sides by designated bikeways: the Bryant Avenue Bikeway on the east, the RiverLake Greenway on the south, and the 38th Street Bikeway on the north. Painter Park is just a block or two off of major bikeways.

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

Lyndale Farmstead Park has bus stops serving routes 4 and 23, while Painter Park is just two blocks from routes 4 and 18. Renovated recreation centers at these parks will provide additional reasons to ride transit to the parks.

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

No. However, existing sidewalk connections within the parks provide direct access between the projects and nearby pedestrian routes and transit stops.

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

No. Projects do not occur in rights-of-way.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 30

Year that Operating Incr/(Decr) will take effect? 2019

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

All of these projects are intended to improve the efficiency of the buildings. The potential for savings was identified in work the Minneapolis Park and Recreation Board completed with McKinstry. This work included the review of recreation centers at Lake Nokomis, Logan, Matthews, McRae, and Pershing Parks to determine possible energy savings based on McKinstry's "Guaranteed Savings Performance Contract" model. This analysis showed that it may be possible for the MPRB to achieve 20 to 29% in savings per building with lighting improvements and controls, temperature controls, building envelope improvements (door jams, window/door weather stripping, wall/joist seams, roof intrusions), water conservation improvements, and vending machine controls. Energy efficiency improvements made at these facilities produced an estimated savings of \$25,000 in the first year.

Other improvements such as improved insulation and new sensor activated water faucets would result in additional savings. The exact savings depends on the current condition of the building.

Adding air conditioning, however, will increase the costs of operating the building. Due to the addition of air conditioning in some facilities, the MPRB is not projecting an overall decrease in operating costs due to the energy efficiency improvements.

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 roof every 20 years @ \$150,000 per replacement. New HVAC system every 25 years @ \$50,000 each.

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

Project Title: PRK01 Building Improvements Program

Not applicable.

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

Upgrade of Existing Facility

Phase	Timing
Community Notification.....	First Quarter of Funded Year
Design/Engr.....	Second Quarter of Funded Year
Construction begins.....	Second and Third Quarter of Funded Year
Completion.....	Fourth Quarter of Funded 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 two recreation center projects (Lyndale Farmstead and Painter) have already been put off twice, due to other funding priorities. Delaying them again would not be in the best interests of the community.

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

Proposed projects with anticipated funding years and sources (2014-2018 MPRB Neighborhood Park Capital Program)

Project	Year	Amount	Funding Source
Painter Park.....	2017.....	\$231,750.....	Net Debt Bonds
Painter Park.....	2017.....	\$65,925.....	MPRB Capital Levy
Lyndale Farmstead.....	2017.....	\$297,675.....	MPRB Capital Levy

Project Title: PRK02 Playground and Site Improvements Program

Project Location: Luxton, Peavey, Folwell, Matthews, Phelps, Washburn Avenue, Linden Hills, Longfellow, Cleveland, Armatage, Keewaydin, Loring, Northeast, Sibley, Bryn Mawr, Farview, Holmes, 28th Street, Kenny, Lynnhurst, McRae, Marcy, Van Cleve, Bottineau, Whittier, Pearl, Cavell

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Critical

Affected Wards:
Various

Affected Neighborhood(s):
Various

Estimated Project Completion Date:
12/31/22

Department Priority: 3/7
Contact Phone Number:
612-230-6470

Project Description:

Typical playground 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. The goal is to time the funding for the playgrounds to match the upgrade of the wading pool, where applicable, to reduce mobilization costs and the amount of time the park is under construction.

Purpose and Justification:

The playgrounds are recommended for improvement based on conditional analysis and age. Playground improvements will address acute safety and security concerns as well as meet the need to replace outdated and worn playground equipment that does not meet current Americans With Disabilities Act (ADA) standards.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,735	1,406	405	2,338	2,234	322	6,705	
Park Capital Levy	1,270	878	508	163	541		2,091	
Total	3,005	2,284	913	2,502	2,775	322	8,796	

Project Title: PRK02 Playground and Site Improvements Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	326	130	357	396	46	1,257
Construction Costs	1,849	739	2,025	2,247	261	7,121
General Overhead	109	43	119	132	15	419
Total	2,284	913	2,502	2,775	322	8,796

Have Grants for this Project been secured? ☐

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

None

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades playgrounds and park site conditions to promote safety and support community use, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Amenities to support recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities) is a focus point of this city goal. Providing high quality, engaging playgrounds helps ensure residents and visitors have a safe, cost-effective recreation opportunity within the city.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Playgrounds are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Playgrounds improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). Projects that are located within Racially Concentrated Areas of Poverty (RCAPs) include Peavey, Folwell, Phelps, Cleveland, Farview, Bottineau, and Whittier, while Matthews is immediately adjacent to an RCAP boundary.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

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 provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Playgrounds in particular have a significant impact on decision-making among prime earners who are both starting families and achieving the wherewithal to start businesses or relocate to achieve their professional goals.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Playgrounds help create a sense of place for a community. They are places where culture and recreation unite within a community as families, grandparents, caregivers, and children meet on a regular basis to play, socialize, and share life experiences. The playground design commonly reflects a unique characteristic of

Project Title: PRK02 Playground and Site Improvements Program

the community it serves as the community's feedback informs the playground concept design (strategy: we welcome our growing and diversifying population with thoughtful planning and design).

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each playground project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, playground improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

All of the playground improvements will improve safety and accessibility and renew well-used public amenities. This is consistent with the following direction from the MPRB's 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

These projects will address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan. The improvements will include areas suitable for relaxation as well as recreation (see policy 7.1.4 below) All of the projects will promote the physical and mental health of residents and visitors through their intended purpose and the way they will be designed--compliant with safety and accessibility standards with special focus on Crime Prevention Through Environmental Design (see policy 7.1 below).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

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

Location and Design Review for these projects will take place in the spring or summer of each funding year.

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

Describe the economic development impact of the project:

Renovation of playgrounds has no measurable direct economic development potential.

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design

Project Title: PRK02 Playground and Site Improvements Program

guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

None.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Some parks in which playgrounds will be renovated are on routes of various designations included in the Bicycle Master Plan.

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

Some parks in which playgrounds will be renovated are on transit routes or high-volume pedestrian corridors. In such cases, new playgrounds will enhance the amenity associated with these routes, especially in the pedestrian experience.

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

No. In some cases, as budget allows, new sidewalks may offer improved connections to nearby transit stops or pedestrian 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

No. Projects do not occur in rights-of-way.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$1,210,000

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

Operating costs are generally decreased, as replacement and updating of playgrounds at the end of the expected lifespan reduces the need for emergency repairs and removal of damaged or unsafe equipment from public use. However, direct operating cost savings are unlikely to be realized as there are many playgrounds in the system and operational savings will be shifted to other aging playgrounds.

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.

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

The unspent Net Debt Bonds balance is for the 2014/2015 Powderhorn park playgrounds project, the 2015 Bassett's Creek playground, and the 2015 Lake Nokomis playground. The Powderhorn and Bassett's Creek projects have already begun the community engagement process and are expected to be under construction in 2016. A portion of these bonds have been spent on community engagement and design. The Lake Nokomis project will begin community engagement in 2016 and will likely be constructed in 2017.

Since last year's Net Debt Bonds request, the playground project at the Rev. Dr. Martin Luther King, Jr. Park was completed.

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

The community engagement process and design development for most 2017 projects--Luxton, Washburn Avenue, Peavey, and Folwell -- is anticipated for the spring of 2017. The community engagement process for Matthews has already begun, to connect it with the current wading pool project. The community engagement process for Phelps will wait one year, until 2018, to bring it in line with a wading pool project scheduled that same year.

The phases of these and projects in other years the typical timing outlined below.

Phase	Timing
Community Engagement.....	First Quarter of Funded Year
Design/Engr.....	Second Quarter of Funded Year
Construction begins.....	Second and Third Quarter of Funded Year
Completion.....	Fourth Quarter of Funded Year or First Quarter of Following 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 within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

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

The following documents proposed projects with anticipated funding years and sources (2017-2021 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2016-2021 CIP, some playground projects in the 2017 through 2020 years were shifted a year or experienced a funding source change, in order to focus on using Net Debt Bonds for tangible infrastructure projects. Whenever a project was shifted back a year, which would necessitate a project delay, an escalation factor of 5% was applied to the project budget.

Project	Year	Amount	Funding Source
Luxton.....	2017.....	\$263,000.....	Net Debt Bonds
Matthews.....	2017.....	\$197,500.....	Net Debt Bonds
Washburn Ave.....	2017.....	\$231,525.....	Net Debt Bonds
Folwell.....	2017.....	\$264,600.....	Net Debt Bonds
Peavey.....	2017.....	\$264,400.....	Net Debt Bonds
Phelps.....	2017.....	\$184,725.....	Net Debt Bonds
Linden Hills.....	2018.....	\$241,870.....	Net Debt Bonds
Linden Hills.....	2018.....	\$35,960.....	MPRB Capital Levy
Longfellow.....	2018.....	\$83,255.....	Net Debt Bonds
Longfellow.....	2018.....	\$194,575.....	MPRB Capital Levy
Phelps.....	2018.....	\$79,875.....	Net Debt Bonds
Cleveland.....	2018.....	\$227,830.....	MPRB Capital Levy
Farview.....	2019.....	\$291,900.....	Net Debt Bonds
Sibley	2019.....	\$291,900.....	Net Debt Bonds
Armatage.....	2019.....	\$291,900.....	Net Debt Bonds
Keewyadin.....	2019.....	\$314,696.....	Net Debt Bonds
Loring.....	2019.....	\$360,000.....	Net Debt Bonds
Northeast.....	2019.....	\$367,500.....	Net Debt Bonds
Bryn Mawr Meadows.....	2019.....	\$291,900.....	Net Debt Bonds
Holmes	2019.....	\$128,650.....	Net Debt Bonds
Holmes	2019.....	\$163,250.....	MPRB Capital Levy
Keewyadin.....	2020.....	\$123,154.....	Net Debt Bonds
Bottineau.....	2020.....	\$306,495.....	Net Debt Bonds
Kenny.....	2020.....	\$306,495.....	Net Debt Bonds
Lynnhurst.....	2020.....	\$306,495.....	Net Debt Bonds
McRae.....	2020.....	\$306,495.....	Net Debt Bonds
Marcy.....	2020.....	\$ 306,495.....	Net Debt Bonds
Van Cleve.....	2020.....	\$306,495.....	Net Debt Bonds
28th Street Tot Lot.....	2020.....	\$200,000.....	Net Debt Bonds
Whittier.....	2020.....	\$72,107.....	Net Debt Bonds
Whittier.....	2020.....	\$234,388.....	MPRB Capital Levy

Project Title: PRK02 Playground and Site Improvements Program

Pearl.....2020.....\$306,495.....MPRB Capital Levy

Cavell.....2021.....\$321,820.....Net Debt Bonds

Project Title: PRK03 Shelter - Pool - Site Improvements Program

Project Location: Phelps, Keewaydin, Fuller, Sibley, North Commons

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/31/21

Department Priority: 5/7

Contact Phone Number: 612-230-6470

Project Description:

Wading pool improvements may include replacement of entire pool facilities with new wading pools or splash pads, updating mechanicals of existing wading pools, adding shade structures and seating, providing additional spray features within existing pools, and updating associated site improvements such as paths and lighting. Also included in this project are planned upgrades to North Commons waterpark.

Purpose and Justification:

Most pool and wading pool facilities in the park system are more than 40 years old. Many are experiencing significant mechanical or structural failures. Improvements will provide safe, accessible, and efficient wading pools to Minneapolis residents. Additionally, the waterpark at North Commons Parks is being scheduled for updates to boilers, filter systems, splash pad features, and fencing.

In 2018, the wading pool at the pool at Phelps Park will be updated in combination with upgrades to the playground (see PRK02). Similarly, the 2019 Keewaydin and Sibley projects will be combined with the respective playground improvements at each park. The 2019 North Commons project will provide upgrades to the water park. The 2020 Fuller project will replace the wading pool only.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	4,100		695	1,827	766		3,287	
Other Local Governments	375							
Park Capital Levy	1,802							
Transfer from Special Revenue Funds	625							
Total	6,902		695	1,827	766		3,287	

Project Title: PRK03 Shelter - Pool - Site Improvements Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		99	261	109		470
Construction Costs		563	1,479	620		2,661
General Overhead		33	87	36		157
Total		695	1,827	766		3,287

Have Grants for this Project been secured? ☐

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

None

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades wading pool and waterpark facilities and related features for safety and to support community use, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). Wading pool and waterpark upgrades across the city will provide safe places for children to socialize with friends and participate in active recreation. They provide a location for caregivers to connect with their neighbors. Providing facilities for children and youth that are inspiring and challenging demonstrates the value that the city and the Minneapolis Park and Recreation Board place on developing the next generation of city residents.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Pools and waterparks are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Pools and waterparks improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). Projects located within Racially Concentrated Areas of Poverty (RCAPs) include North Commons and Phelps.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

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 provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Aquatic opportunities in particular have a significant impact on decision-making among prime earners who are both starting families and achieving the wherewithal to start businesses or relocate to achieve their professional goals.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Wading pools and waterparks help create a sense of place for a community. They are places where culture and recreation unite within a community as families, grandparents, caregivers and

Project Title: PRK03 Shelter - Pool - Site Improvements Program

children meet on a regular basis to play, socialize and share life experiences. Wading pool designs commonly reflect unique characteristics of the communities they serve as the community's feedback informs the design of additional play features included within a new accessible inclusive pool (strategy: we welcome our growing and diversifying population with thoughtful planning and design).

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though a semi-autonomous agency, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each wading pool and waterpark project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, playground improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

All of the wading pool and waterpark improvements will enhance safety and accessibility and renew well-used public amenities. This is consistent with the following direction from the MPRB's 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

These projects will address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan. All of the projects will promote the physical and mental health of residents and visitors through their intended purpose and the way that they will be designed to be compliant with safety and accessibility standards with special focus on Crime Prevention Through Environmental Design (see policy 7.1 below).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

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

Location and Design Review for these projects will take place in the spring or summer of each funding year.

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

Describe the economic development impact of the project:

Renovation of wading pools and waterparks has no measurable direct economic development potential.

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

None.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Some parks in which waterparks or wading pools will be renovated are on routes of various designations included in the Bicycle Master Plan.

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

Some parks in which wading pools or waterparks will be renovated are on transit routes or high-volume pedestrian corridors. In such cases, new aquatic facilities will enhance the amenity associated with these routes, especially in the pedestrian experience.

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. Projects do not occur within rights-of-way.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 40

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$2,135,000

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

Operating costs are generally decreased, as replacement and updating of wading pools at the end of the expected lifespan reduces the need for emergency repairs and removal of damaged or unsafe equipment from public use, or closure of the pool. However, direct operating cost savings are unlikely to be realized as there are many wading pools in the system and operational savings will be shifted to other aging pools.

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.

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

The unspent balance is for 2013 and 2014 pool projects at Logan, Van Cleve, Bethune, Bryant Square, Hiview, and Powderhorn Parks, as well as the 2015 project at Matthews Park. The projects at Van Cleve, Bethune, and Hiview are essentially complete, and only awaiting spring start-up to ensure contractor performance. Small bond amounts are being held on these projects to address any potential modifications in spring. projects at Logan, Bryant, Powderhorn, and Matthews have begun the community engagement process and will likely be under construction later in 2016, with pools open in 2017.

Since last year's Net Debt Bonds request, every project with an outstanding balance has either been completed or has formally

Project Title: PRK03 Shelter - Pool - Site Improvements Program

begun the design process. MPRB is requesting no Net Debt Bonds for 2017, in order to continue to expend allotted funds in a timely manner.

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

Typical Wading Pool Improvements

Phase	Timing
Community Engagement.....	First Quarter of Funded Year
Design/Engr.....	Second Quarter of Funded Year
Construction begins.....	Second and Third Quarter of Funded Year
Completion.....	Fourth Quarter of Funded Year

The process for waterpark upgrades at North Commons will depend on the exact nature of those upgrades. It is expected, however, that these will follow a similar timeline as for wading pools.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

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

The following documents proposed projects with anticipated funding years and sources (2017-2021 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2016-2021 CIP, some wading pool projects in the 2017 through 2020 years were shifted a year or experienced a funding source change, in order to focus on using Net Debt Bonds for tangible infrastructure projects. Whenever a project was shifted back a year, which would necessitate a project delay, an escalation factor of 5% was applied to the project budget.

Project	Year	Amount	Funding Source
Phelps Park	2018.....	\$695,000.....	Net Debt Bonds
Keewaydin Park.....	2019.....	\$729,750.....	Net Debt Bonds
Sibley Park.....	2019.....	\$729,304.....	Net Debt Bonds
North Commons Park.....	2019.....	\$367,500.....	Net Debt Bonds
Fuller Park.....	2020.....	\$765,769.....	Net Debt Bonds

Project Title: PRK04 Athletic Fields and Site Improvements Program

Project Location: Northeast Park
City Sector: North
Project Start Date: 6/1/17
Submitting Department: Park Board
Contact Person: Adam Arvidson
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Northeast Park
Estimated Project Completion Date: 12/31/20
Department Priority: 4/7
Contact Phone Number: 612-230-6470

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.

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.

Field improvements also are being funded in part through the Hennepin Youth Sports Grant program, a \$2.4 million dollar annual program available through the Twins Stadium Sales Tax. The Park Board continues to partner with youth athletic associations in setting the priorities for field improvements. To date, the Hennepin Youth Sports Grant Program has funded 13 field projects for a total contribution of over \$1.9 million since the program started in 2009.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,025		400	335			735	
Park Capital Levy	1,950					236	236	
Total	2,975		400	335		236	971	

Project Title: PRK04 Athletic Fields and Site Improvements Program**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		57	48		34	139
Construction Costs		324	271		191	786
General Overhead		19	16		11	46
Total		400	335		236	971

Have Grants for this Project been secured? ☐

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

Hennepin County Youth Sports Grant program will solicit project applications yearly. To date, the Hennepin Youth Sports Grant Program has funded 13 field projects for a total contribution of over \$1.9 million since the program started in 2009.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades athletic fields and related features for safety and to support community use—in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). For residents and visitors, field sports provide opportunities to socialize, develop teamwork skills, and improve physical fitness. Field improvement projects will ensure the Minneapolis Park and Recreation Board continues to provide healthy choices for residents and visitors. Through these resources the Minneapolis Park and Recreation Board continues its commitment to developing the next generation of engaged and healthy residents.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Athletic fields are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Athletic fields improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). The sole project, Northeast Athletic Fields, is situated within approximately one-half mile of an RCAP and in an area with a median income of 30,000-50,000.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

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 provide innovative recreational opportunities can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce). Athletic fields and the sports programs that happen there have a significant impact on decision-making among prime earners wishing to remain physically active.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on decisions that support the environment (strategy: the city restores and protects land, water, air and other natural resources). Improvements to athletic fields within the Minneapolis parks will focus on best management practices for field

Project Title: PRK04 Athletic Fields and Site Improvements Program

surfaces that contribute to healthy urban soil conditions. Healthy soil remediation will decrease use of mechanical inputs including frequency of aeration and irrigation, and provide increased absorptency and retention during storm events. Storm water may then slowly filter and be cleaned through properly graded and restored athletic field surfaces in advance of entering the city's discharge system and surface water bodies.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, the Northeast Park athletic fields project has been extensively community driven and improvements will be determined by an adopted master plan created in direct collaboration with residents (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout the project has been and will continue to be key, and detailed information about budgets, timelines, designs, and construction sequencing have been and will continue to be regularly posted on the project-specific web page and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting will ensure the Northeast athletic field project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, athletic field improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

This funding source is essential to the basic capital improvements of the fields across the city. It will also be used as matching dollars to the Hennepin Youth Sports Grant program. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Design and implement a community center hub model that serves community members, is sustainable, and taps the resources of areas neighborhood, community and regional parks.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

Policy 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

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

Location and Design Review for this projects will take place in the spring or summer of the funding year (2018).

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

Describe the economic development impact of the project:

Renovation of athletic fields has no measurable direct economic development potential.

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

Throughout the city, athletic councils help provide youth athletic programs. They commonly help recruit volunteer coaches and collect funds to support field improvements.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Northeast Park flanks both sides of Fillmore Street just south of 18th Avenue. Fillmore is shown on the Bicycle Plan as a bicycle boulevard, while 18th Avenue (just one block north of the park) is shown as a bicycle trail. These routes will provide non-motorized access to the athletic fields project.

Is the proposed project on an existing or planned 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 routes 4 and 30 stop adjacent to the park on Johnson Street. The former is a significant north-south route that spans the entire city, while the latter is one of the very few east-west routes that does not traverse downtown. The project will provide additional reason for using these routes, and will encourage residents to access the athletic fields by transit.

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

The Northeast Park Master Plan calls for enhanced pedestrian connections within the park.

Is the right-of-way constrained 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 project does not occur in right-of-way.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 15

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

What is the estimated annual operating cost increase or (decrease) for this project? 5,000

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$933,671

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

This is based on costs of maintaining other upgraded neighborhood park fields, such as the field at Rev. Dr. Martin Luther King Jr Park. Costs are associated with irrigation, aeration and fertilization of the turf.

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.

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

The unspent balance is from 2012-2013 for Peavey Park, 2014/2015 for Folwell Park, and 2014 for Northeast Park (phase 1). Construction of Peavey and Northeast Parks are expected to commence in 2016, while Folwell park will begin community engagement, design work, and construction in 2017.

Since last year's Net Debt Bond request, MPRB has completed a Master Plan for Peavey Park which will guide specific field improvements. It is expected this plan will be adopted mid-year and that construction will begin shortly thereafter. MPRB is not requesting additional Net Debt Bonds for athletic fields until 2018, to ensure completion of pending projects.

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

Master Planning for the Northeast Park athletic fields, which included extensive community engagement, is complete. Phase one of field construction is expected to begin in late 2016. The requested 2018/2019 Net Debt Bonds would fund a second phase of construction that would most likely take place in 2018. Because a master plan is complete, MPRB will be able to proceed immediately to construction drawings and bidding in 2018 as soon as bond funds are available and complete construction early the following year. Phase 2 fields would open in late 2019 or early 2020, to allow for turf establishment. A third phase is anticipated in 2021/2022, which is reflected by an initial Capital Levy allocation in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects funded within one year can be moved ahead or back a year depending on funding levels. Moving projects back can result in greater project costs or the need for costly emergency repairs.

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

The following documents proposed projects with anticipated funding years and sources (2017-2021 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2016-2021 CIP, the Northeast Athletic Fields project was delayed a year and its funding was split between 2018 and 2019. An escalation factor of 5% was applied to the overall project budget.

Project.....	Year.....	Amount.....	Funding Source
Northeast.....	2018.....	\$400,000.....	Net Debt Bonds
Northeast.....	2019.....	\$335,000.....	Net Debt Bonds
Northeast.....	2021.....	\$235,940.....	MPRB Capital Levy

Project Title: PRK31 Bossen Park Field Improvements

Project Location: 5601 28th Ave S
City Sector: South
Project Start Date: 1/2/15
Submitting Department: Park Board
Contact Person: Adam Arvidson
Level of Need: Significant

Affected Wards: 11
Affected Neighborhood(s): Wemonah
Estimated Project Completion Date: 10/31/17
Department Priority: 1/7
Contact Phone Number: 612-230-6470

Project Description:

Funding would begin a complete renovation and new design layout for athletic fields at Bossen, based on a community-driven Master Plan completed in 2015. The new design will better provide consolidated ball diamond opportunities and soccer field areas in the southern area of the city.

In total, 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 rainwater for irrigation will be explored.

Purpose and Justification:

Athletic fields are an integral part of the city's infrastructure. Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or adult leagues, teams depend on Park Board fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields so they are more durable, more able to meet the demands of almost continuous programming needs, and can be rested or rehabilitated less often will enhance the delivery of recreational services to the residents of Minneapolis.

Planning for improvements to Bossen Field was completed in 2015, and a first phase of construction will begin in 2016. This 2017 request would complete the phase one project and constitute the third year of the three-year Net Debt Bond request.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	3,140	862					862	
Park Capital Levy	0							
Total	3,140	862					862	

Project Title: PRK31 Bossen Park Field Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	123					123
Construction Costs	698					698
General Overhead	41					41
Total	862					862

Have Grants for this Project been secured? ☐

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

None at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades athletic fields and related features for safety and to support community use at Bossen, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). Whether it is a team sport or a quick toss of a baseball, good quality athletic fields encourage youth and adults to be active in their communities. For residents and visitors, field sports provide opportunities to socialize, develop teamwork skills, and improve physical fitness. Field improvement projects will ensure the Minneapolis Park and Recreation Board continues to provide healthy choices for residents and visitors. Through these resources the Minneapolis Park and Recreation Board continues its commitment to developing the next generation of well-balanced residents.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Athletic fields in general are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Athletic fields improved with capital funds are required by MPRB policy to be designed through public participation, and the Bossen Field Master Plan also used a racial equity toolkit to ensure people of color were able to have their voices heard in the planning process. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making).

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES, BIG AND SMALL, START, MOVE, STAY AND GROW HERE

Amenities to support a vibrant community that retains business and workers are contributors to this city goal. Regular renovation of athletic fields ensures that the many families who participate in organized sports are not tempted to look to the suburbs for quality athletics, and that these fields continue to be seen as an amenity that helps to create and maintain a strong, positive image for the City of Lakes. These projects will help ensure that the community has safe, cost effective recreation opportunities so they don't need to leave the city to obtain a high quality of life.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic,

Project Title: PRK31 Bossen Park Field Improvements

inviting streets, spaces and buildings create a sense of place). Athletic fields help create a sense of place for a community. They are places where culture and recreation unite within a community as families and active adults meet on a regular basis to play, socialize, and share life experiences.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven, and improvements at Bossen will be guided by an adopted Master Plan developed in collaboration with the community (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout the project has been and will continue to be key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting will ensures that the project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, athletic field improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

This funding source is essential to the basic capital improvements of the fields across the city. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

Policy 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

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

Location and Design Review for this project will take place in the spring or summer of 2015.

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

Describe the economic development impact of the project:

Project Title: PRK31 Bossen Park Field Improvements

No measurable economic impact.

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

Throughout the city, athletic councils help provide youth athletic programs. They commonly help recruit volunteer coaches and collect funds to support field improvements.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

The 56th Street Bikeway and the 31st Avenue South Bikeway run adjacent to Bossen Field. Both are designated as signed bike routes.

Is the proposed project on an existing or planned 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 Route 22 runs on 28th Avenue South, on the western edge of Bossen Field. Higher quality recreational amenities will encourage increased transit ridership in south Minneapolis.

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

No. However, the master plan calls for improved trail connections through the park and improved connections to surrounding neighborhoods and transitways.

Is the right-of-way constrained 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$290,000

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

This is based on costs of maintaining other upgraded neighborhood park fields, such as the field at Rev. Dr. Martin Luther King Jr Park. Costs are associated with irrigation, aeration and fertilization of the turf.

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

MPRB will bear operating cost increases through its 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:

Not applicable.

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

Project Title: PRK31 Bossen Park Field Improvements
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remaining bond authorizations:

All unspent bonds associated with this project are from the initial year (2015) of a three-year allocation request. A portion of the 2015 bonds have been spent on master planning and construction document preparation for the first phase of improvements, which will likely be under construction in 2016.

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

A master plan was completed for the park in 2015. Plans will be completed and construction will begin in the fall of 2016 and continue into the spring and summer of 2017. Project fields constructed during phase one are expected to be ready for play by spring 2018, with phase two fields completed and playable in spring 2019.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving projects back can result in greater project costs or the need for costly emergency repairs. Once started, full funding needs to be committed over the three year period to ensure completion of this project.

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

No.

Project Title: PRK33 Bryn Mawr Meadows Field Improvements

Project Location: 601 Morgan Ave. S; Minneapolis, MN 55405

City Sector: North

Project Start Date: 1/1/19

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: 7

Affected Neighborhood(s): Bryn Mawr

Estimated Project Completion Date: 12/31/23

Department Priority: 6/7

Contact Phone Number: 612-230-6470

Project Description:

If funds are available, the MPRB would pursue a complete renovation and a possible new design layout for fields at Bryn Mawr Meadows to better provide consolidated ball diamond opportunities and soccer field areas in the central portion of the city.

In total, improvements 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 rainwater for irrigation will be explored.

Purpose and Justification:

Athletic fields are an integral part of the city's infrastructure. Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or adult leagues, teams depend on Park Board fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields so they are more durable, able to meet the demands of almost continuous programming needs, and need to be rested or rehabilitated far less often will enhance the delivery of recreational services to the residents of Minneapolis.

Even though this Net Debt Bond request is for a fully funded and complete project in 2021, planning for improvements to Bryn Mawr Meadows would begin in 2017/2018, likely in concert with the North Service Area Master Planning process. Dependent on the funds available, the MPRB would like to pursue a complete renovation and potentially new design layout of the fields to better provide consolidated ball diamond opportunities and soccer field areas in the central portion of the city.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						2,678	2,678	
Park Capital Levy						767	767	
Total						3,445	3,445	

Project Title: PRK33 Bryn Mawr Meadows Field Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					492	492
Construction Costs					2,789	2,789
General Overhead					164	164
Total					3,445	3,445

Have Grants for this Project been secured? ☐

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

Not at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project upgrades athletic fields and related features for safety and to support community use at Bryn Mawr Meadows, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

This city goal focuses on recreation opportunities for residents and visitors (strategy: residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities). Whether it is a team sport or a quick toss of a baseball, good quality athletic fields encourage youth and adults to be active in their communities. For residents and visitors, field sports provide opportunities to socialize, develop teamwork skills, and improve physical fitness. Field improvement projects will ensure the Minneapolis Park and Recreation Board continues to provide healthy choices for residents and visitors. Through these resources the Minneapolis Park and Recreation Board continues its commitment to developing the next generation of well-balanced residents.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Athletic fields are public amenities where improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Athletic fields improved with capital funds are required by MPRB policy to be designed through public participation. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making).

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES, BIG AND SMALL, START, MOVE, STAY AND GROW HERE

Amenities to support a vibrant community that retains business and workers are contributors to this city goal. Regular renovation of athletic fields ensures that the many families who participate in organized sports are not tempted to look to the suburbs for quality athletics, and that these fields continue to be seen as an amenity that helps to create and maintain a strong, positive image for the City of Lakes. These projects will help ensure that the community has safe, cost effective recreation opportunities so they don't need to leave the city to obtain a high quality of life.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on decisions that support the environment (strategy: the city restores and protects land, water, air and other natural resources). Improvements to athletic fields within the Minneapolis parks will focus on best management practices for field surfaces that contribute to healthy urban soil conditions. Healthy soil remediation will decrease use of mechanical inputs including

Project Title: PRK33 Bryn Mawr Meadows Field Improvements

frequency of aeration and irrigation, and provide increased absorbency and retention during storm events. Storm water may then slowly filter and be cleaned through properly graded and restored athletic field surfaces in advance of entering the city's discharge system and surface water bodies.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

This goal focuses on the opportunity for built and natural environment of the city to create a sense of place (strategy: iconic, inviting streets, spaces and buildings create a sense of place). Athletic fields help create a sense of place for a community. They are places where culture and recreation unite within a community as families and active adults meet on a regular basis to play, socialize, and share life experiences.

Additionally, the project contributes to this city goals by improving infrastructure and focusing on sustainable design principles (strategy: the city's infrastructure is managed and improved for current and future needs).

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. To that end, MPRB park projects are above all community driven (strategy: City operations are efficient, effective, results driven, and customer focused). Communication throughout each project is key, and detailed information about budgets, timelines, designs, and construction sequencing are regularly posted on project-specific web pages and distributed to the public. MPRB follows the City's purchasing procedures to ensure fair selection of services (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each playground project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, athletic field improvements contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

This funding source is essential to the basic capital improvements of the fields across the city. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board 2007-2020 Comprehensive Plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

Policy 7.1.4 Ensure open spaces provide peaceful, meditative, and relaxing areas as well as social, recreational, and exercise opportunities.

Policy 7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

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

Project Title: PRK33 Bryn Mawr Meadows Field Improvements

Location and Design Review for this project will take place in the spring or summer of the funding year (2021).

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

Describe the economic development impact of the project:

Athletic field renovation has no direct measurable economic impact.

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Improvement of the Bryn Mawr Meadows Fields is supported by the Bassett Creek Valley Master Plan, adopted by the City Council on January 12, 2007. The plan calls for use and maintenance of the park largely consistent with its historic use. Considering the park's context in relationship to potential long term development opportunities in nearby areas is also recommended.

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

Throughout the city, athletic councils help provide youth athletic programs. They commonly help recruit volunteer coaches and collect funds to support field improvements.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Bryn Mawr Meadows is located immediately adjacent to several key bicycle trails, including the Cedar Lake Trail, Van White/Dunwoody Trails, Luce Line Trail, and Spring Lake Trail.

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

Bryn Mawr Meadows is served by MetroTransit route 9 on Cedar Lake Road.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2024

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

This is based on costs of maintaining other upgraded neighborhood park fields, such as the field at Rev. Dr. Martin Luther King Jr Park. Costs are associated with irrigation, aeration and fertilization of the turf.

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

MPRB will bear increased operating costs through its 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:

Not applicable.

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

This project will replace existing fields and will not be adding infrastructure to the park system.

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

Bryn Mawr Meadows will most likely be included in the North Service Area Master Planning process, set to commence in 2017 with extensive community engagement. This process will lead to an approved master plan for all neighborhood parks north of I-394. Approval is expected in 2018. Construction plans will be completed in early 2021, with construction commencing that same year. Depending on the exact scope of the project, fields would be expected to be complete and open in either 2022 or 2023.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

In the MPRB's most recent CIP development process, funding for Bryn Mawr was moved to 2021 and consolidated within that year. This simplifies project funding, but sequesters a significant portion of total MPRB Net Debt Bonds for that year. Moving this project will have significant impacts on the rest of the MPRB CIP.

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

By incorporating master planning for this park into the North Service Area Master Plan, set to begin in 2017, MPRB is addressing previous CLIC requests to initiate planning in advance of a Net Debt Bond allocation.

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

Project Location: Throughout park system

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 7/7

Contact Phone Number: 612-230-6470

Project Description:

Funded by the Minneapolis Park and Recreation Board's capital levy, this program provides annual funding for sidewalk and internal park path repair, grant matches to the Hennepin Youth Sports Grant program, additional ADA improvements, neighborhood rehabilitation (emergency repair) projects, operations facility rehabilitation, recreation center rehabilitation, synthetic turf rehabilitation, service area master planning, and special projects.

In addition to these general upgrades and rehabilitations, this project includes two special projects. The 2017 Northtown Bridge reconstruction upgrades critical infrastructure owned by MPRB. The 2020/2021 Smith Triangle and 2021 The Mall projects will focus on exterior renovations, including accessible routes, site furnishings, outdoor lighting, public art, and landscape improvements. The Mall project is guided by planning completed in collaboration with Hennepin County for the new Walker Community library and surrounding public outdoor spaces.

Purpose and Justification:

Sidewalk/Interior Path Rehabilitation:

The Minneapolis Park and Recreation Board is establishing a replacement fund for the sidewalks and internal pedestrian paths within neighborhood and community parks. This will help the MPRB work collaboratively with the City of Minneapolis as it implements its annual replacement program for sidewalks across the city. As funds allow, it will also be used to replace or rehabilitate pathways within neighborhood and community parks.

Grant Match:

The MPRB intends to focus matching funds on non-field related projects that are eligible for the Hennepin Youth Sports Grant program. Projects for these grant applications will be identified through future capital program development.

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 a full capital project is scheduled for a particular park or amenity. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program.

Neighborhood Rehabilitation Fund:

The neighborhood park system consists of 157 park properties and contains over \$100 million in physical assets ranging from playgrounds and wading pools to recreation centers. Within a given year un-programmed improvements may need to be made, such as a failed heating system or leaky roof. At \$100,000 per year, this fund ensures that .01% of the value of neighborhood park assets is reserved to address these types of un-programmed or emergency improvements to minimize further damage and reduce long-term costs.

Operational Facilities Rehabilitation:

The MPRB is initiating an operation facility plan that will guide future investments in the operations facilities throughout the system. Key focus on the plan will be to increase safety and efficiency and to provide quality spaces for employees.

Synthetic Turf:

The MPRB has installed several artificial turf fields over the past 5 years. Over time this type of turf will need to be replaced. This will be an ongoing funded dedicated to artificial turf replacement.

Recreation Center Rehabilitation:

The MPRB owns 49 recreation centers. Most were built in the 1960's and 1970's. 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.

Service Area Master Plans (SAMP):

A critical step in ensuring MPRB can meet the needs of a rapidly changing community, these master plans will create new visions

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

for every neighborhood park property in the entire MPRB system-- more than 150 in all. These master plans include deep community engagement and will guide capital improvement decisions for the next 20-25 years. Two bond-funded SAMPs are nearing completion (South and Downtown). Last year, CLIC rightly stated that these plans were not true capital expenditures. Therefore, MPRB will fund them through its capital levy, hence their inclusion in this project.

Northtown Bridge:

In need of significant reconstruction/replacement, the Northtown Bridge is owned by MPRB and will be renovated through a two-year (2016 and 2017) allocation of capital levy funds.

Smith Triangle:

This small park on Hennepin Avenue is home to a memorial statue of Thomas Lowry. This improvement project will focus on exterior renovations, including accessible routes, site furnishings, outdoor lighting, public art, and landscape improvements.

The Mall:

When the Walker Library was renovated by Hennepin County in 2014, MPRB collaborated with the country on a design for The Mall, a linear green space that connects Hennepin Avenue to Lake of the Isles. A portion of that plan was implemented along with library construction. This project would complete the remainder of the plan, focusing on accessible routes, site furnishings, lighting, and landscape improvements.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	500							
Park Capital Levy	6,501	1,181	1,181	1,780	1,350	1,577	7,070	
Total	7,001	1,181	1,181	1,780	1,350	1,577	7,070	

Project Title: PRKCP Neighborhood Parks Capital Infrastructure**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	169	169	254	193	225	1,010
Construction Costs	956	956	1,441	1,093	1,277	5,723
General Overhead	56	56	85	64	75	337
Total	1,181	1,181	1,780	1,350	1,577	7,070

Have Grants for this Project been secured? ☐

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

Grant requests that will utilize the 2017-2021 grant matching funds will be identified in the year prior to writing Hennepin Youth Sports Grant. For example, projects will be identified in the end of 2016 for the 2017 grant year.

Primary City Goal(s) supported:

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program addresses improving sidewalks and interior park paths, seeking grant funding for neighborhood parks, replacing synthetic turf, improving operations facilities, providing ADA improvements, addressing emergency needs of neighborhood parks, completing master plans for each neighborhood park, and accomplishing several special projects. All these activities are in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- Residents and visitors alike have ample arts, cultural, entertainment and recreational opportunities

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

This goal focuses on addressing disparities within Minneapolis to create equitable systems and processes in serving our urban neighborhoods for the benefit of all people. Ongoing planning, replacement, and rehabilitation funds for public amenities to make improvements to access and condition can increase quality of life for neighborhood residents of every age (strategy: all people, regardless of circumstance, have opportunities for success at every stage of life). Major park improvements completed using capital funds are required by MPRB policy to be designed through public participation, which is a primary reason for undertaking service area master plans prior to determine of many capital improvements. This commitment to engaging the public reflects the community voice in decision-making processes and provides each improvement unique characteristics reflective of resident needs and preferences (strategy: residents are informed, see themselves represented in City governments and have the opportunity to influence decision-making). Projects that are located within Racially Concentrated Areas of Poverty (RCAPs) vary based on demonstrated need, condition assessment, or need for emergency repair. A majority of the MPRB's artificial turf fields that require renovation (Stewart, Elliot, East Phillips, Folwell, Currie Park) are located in RCAPs.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES - BIG AND SMALL - START, MOVE, STAY AND GROW HERE.

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 can contribute significantly to business retention and recruitment (strategy: infrastructure, public services and community assets support businesses and commerce).

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

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 (strategy: transparency, accountability, and ethics establish public trust) and detailed in-house project-by-project accounting ensures each rehabilitation project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health).

MINNEAPOLIS PARK AND RECREATION BOARD GOALS AND STRATEGIES:

The MPRB's current goals and strategies are contained within its 2007-2020 Comprehensive Plan. Therefore, there will be some overlap in the response between this question and the following one. As a whole, facility planning and renewal contribute to the goal of "park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty."

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

Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Dynamic parks that shape city character and meet diverse community needs.

Goal: Park facility renewal and development respects history and focuses on sustainability, accessibility, flexibility and beauty.

Strategy: Integrate sustainable practices, ecological design for landscapes, and green building techniques into new construction and renewal of all amenities, giving priority to those practices that meet or exceed established standards, improve ecological function, and minimize long-term maintenance and operating costs.

Strategy: Implement a sustainable, long-term renewal plan based on a complete inventory of the system, life-cycle cost analysis, and condition assessment of all park facilities.

Strategy: Build or renew facilities to meet or exceed standards for accessibility.

Projects funded by this resource address several policies outlined in the Open Space and Parks section of the City of Minneapolis' Comprehensive Plan.

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 7.1: Promote the physical and mental health of residents and visitors by recognizing that safe outdoor amenities and spaces support exercise, play, relaxation and socializing.

7.1.3 Provide safe pedestrian and bike routes to open spaces and parks.

7.1.5 Provide equipment, programming, and other resources when possible that promote the physical and mental health of citizens.

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

This will be determined as projects are identified.

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

Describe the economic development impact of the project:

None.

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

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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

None

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Varies by project. Projects in close proximity to bicycle routes will consider connections into park areas from adjacent routes.

Is the proposed project on an existing or planned 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 by project. Projects in close proximity to transitways will consider connections into park areas from transit stations.

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

Some projects include enhancements to the pedestrian ways within or on the edges of parks.

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

Only the sidewalk rehabilitation program will have any impact on public rights-of-way. This program is limited to replacement of existing sidewalks and will not likely have effects on other transportation modes in public rights-of-way.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

The sidewalk/interior path replacement, operational facilities rehabilitation, synthetic turf rehabilitation, recreation center rehabilitation and neighborhood rehabilitation funds will be a direct replacement and will reduce the need for emergency fixes or temporary fixes.

The operating cost impacts of the grant match will depend on the projects that are selected for funding. If the project will result in an increase in operating cost, the grant request will require Park Board approval.

ADA improvements will be applied to existing infrastructure and are not expected to increase operating costs.

The Smith Triangle and The Mall projects are renovations of existing park areas and facilities that are in decline. Therefore, operational costs may be reduced through these capital improvements.

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:

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

The future capital investment required will depend on the type infrastructure replaced under each of the several programs included in this project. Sidewalks and paths will require capital investment every 15-20 years depending on location and soil conditions. Upgrades to Smith Triangle and The Mall, like other path and sidewalk upgrades, should last 15-20 years.

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:

Varies by project. Rehabilitation projects often have a relatively short timeline, 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. The Mall and Smith Triangle projects are more extensive and may require a full year from initiation to construction completion.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Funding within this program can be moved between years.

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

Proposed allocations with anticipated funding years and sources (2017-2021 MPRB Neighborhood Park Capital Program)

Sidewalks.....	2017.....	\$100,000.....	MPRB Capital Levy
ADA Improvements.....	2017.....	\$50,000.....	MPRB Capital Levy
Operation Facilities Rehab.....	2017.....	\$100,000.....	MPRB Capital Levy
Parkway Paving and Lighting.....	2017.....	\$62,000.....	MPRB Capital Levy
North Service Area Master Plan.....	2017.....	\$400,000.....	MPRB Capital Levy
Northtown Bridge.....	2017.....	\$469,000.....	MPRB Capital Levy
ADA Improvements.....	2018.....	\$49,000.....	MPRB Capital Levy
Neighborhood Rehab.....	2018.....	\$100,000.....	MPRB Capital Levy
Operation Facilities Rehab.....	2018.....	\$100,000.....	MPRB Capital Levy
Sidewalks.....	2018.....	\$96,420.....	MPRB Capital Levy
Hennepin County Grant Match.....	2018.....	\$49,765.....	MPRB Capital Levy
Artificial Turf.....	2018.....	\$100,000.....	MPRB Capital Levy
Parkway Paving and Lighting.....	2018.....	\$531,000.....	MPRB Capital Levy
Northeast/Southeast Service Area Master Plan.....	2018.....	\$400,000.....	MPRB Capital Levy
ADA Improvements.....	2019.....	\$50,000.....	MPRB Capital Levy
Neighborhood Rehab.....	2019.....	\$100,000.....	MPRB Capital Levy
Operation Facilities Rehab.....	2019.....	\$100,000.....	MPRB Capital Levy
Recreation Center Rehab.....	2019.....	\$200,000.....	MPRB Capital Levy
Sidewalks.....	2019.....	\$150,000.....	MPRB Capital Levy
Hennepin County Grant Match.....	2019.....	\$200,000.....	MPRB Capital Levy
Artificial Turf.....	2019.....	\$250,000.....	MPRB Capital Levy
Parkway Paving and Lighting.....	2019.....	\$330,000.....	MPRB Capital Levy
Southwest Service Area Master Plan.....	2019.....	\$400,000.....	MPRB Capital Levy
ADA Improvements.....	2020.....	\$50,000.....	MPRB Capital Levy
Neighborhood Rehab.....	2020.....	\$100,000.....	MPRB Capital Levy
Operation Facilities Rehab.....	2020.....	\$100,000.....	MPRB Capital Levy
Recreation Center Rehab.....	2020.....	\$200,000.....	MPRB Capital Levy
Sidewalks.....	2020.....	\$150,000.....	MPRB Capital Levy
Artificial Turf.....	2020.....	\$350,000.....	MPRB Capital Levy
Parkway Paving and Lighting.....	2020.....	\$230,000.....	MPRB Capital Levy
Southwest Service Area Master Plan.....	2020.....	\$400,000.....	MPRB Capital Levy
Smith Triangle.....	2020.....	\$170,500.....	MPRB Capital Levy
ADA Improvements.....	2021.....	\$80,000.....	MPRB Capital Levy

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

Neighborhood Rehab.....	2021.....	\$100,000.....	MPRB Capital Levy
Operation Facilities Rehab.....	2021.....	\$150,000.....	MPRB Capital Levy
Recreation Center Rehab.....	2021.....	\$250,000.....	MPRB Capital Levy
Sidewalks.....	2021.....	\$200,000.....	MPRB Capital Levy
Artificial Turf.....	2021.....	\$400,000.....	MPRB Capital Levy
Smith Triangle.....	2021.....	\$50,000.....	MPRB Capital Levy
The Mall.....	2021.....	\$347,290.....	MPRB Capital Levy

Project Title: PRKDT Diseased Tree Removal

Project Location: Throughout the city
City Sector: Citywide
Project Start Date: 1/1/17
Submitting Department: Park Board
Contact Person: Ralph Sievert
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/21
Department Priority: N/A
Contact Phone Number: 612-313-7735

Project Description:

This project entails removal of diseased trees from private property, outside of public street right of ways and other public lands. Invasive pests such as Dutch Elm disease and Emerald Ash Borer can, and have, wiped out whole regions of certain species, and more pests are threatening our region. Prompt removal is one of the best methods of control by proactively preventing spread of a disease from an already infected host.

Purpose and Justification:

This project is an extremely important part of the tool box for controlling tree diseases, and protecting our urban forest. Trees are desirable for both practical and aesthetic reasons, and are a major and important part of the city's urban infrastructure due to their many positive impacts on the environment and our community. Their primary benefits include: mitigating global warming by reducing Green House Gases, storing and sequestering carbon dioxide, improving air quality, removing pollution, increasing energy savings through shade and windbreaks, intercepting rainfall, providing stormwater rate control, and reducing pavement temperature and the heat island effect. The urban forest also provides wildlife habitat and social and psychological benefits to residents.

Trees also increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees. Diseased trees can be a serious safety threat once a tree transitions into a weakened state. Diseased trees may look safe on the exterior, but can easily fall over from even a slight force, such as wind or impact, causing severe damage and a threat to public safety.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Special Assessments	1,400	300	300	300	300	300	1,500	
Total	1,400	300	300	300	300	300	1,500	

Project Title: PRKDT Diseased Tree Removal

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	286	286	286	286	286	1,429
General Overhead	14	14	14	14	14	71
Total	300	300	300	300	300	1,500

Have Grants for this Project been secured? ☐

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

N/A

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains the health of our urban forest—in furtherance of the following City Goals.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

Minneapolis Park and Recreation Board goals and objectives:

The MPRB's current goals and objectives are contained within its comprehensive plan. Therefore, there will be some overlap in the response between this question and the following one. This funding source contributes primarily to the MPRB goal of "sound management techniques provide healthy, diverse and sustainable natural resources." The Minneapolis tree canopy is dependent on the health of the urban forest. These funds help the Minneapolis Park and Recreation Board remove disease trees throughout the city so that park and boulevard trees can continue to thrive.

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

This funding source is essential to the basic maintenance of the urban forest. It helps reduce the spread of disease that might otherwise continue to thrive among trees on private property and spread to boulevard or park trees. Projects funded with these dollars are consistent with the following direction of the Minneapolis Park and Recreation Board comprehensive plan:

Vision Statement: Urban forests, natural areas and waters that endure and captivate.

Goal: Sound management techniques provide healthy, diverse and sustainable natural resources.

Projects funded by this resource address policy from the Environment section of the City of Minneapolis' Comprehensive Plan. Removal of diseased trees helps ensure the entire urban tree canopy remains healthy (Policy 6.8).

Relevant City of Minneapolis Comprehensive Plan Policies:

Policy 6.8: Encourage a healthy thriving urban tree canopy and other desirable forms of vegetation.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the

Project Title: PRKDT Diseased Tree Removal

date formal action was taken by the Planning Commission:

N/A

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

Describe the economic development impact of the project:

N/A

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

No.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

N/A

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

N/A

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

N/A

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2016

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

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

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:

Ongoing - Unspent balance will be applied to future years.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing special assessment fund.

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

N/A

Project Title: PV001 Parkway Paving Program

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Paul W. Ogren

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/13/21

Department Priority: 17 of 52

Contact Phone Number: (612) 673-2456

Project Description:

The intent of the Parkway Paving Program is to re-evaluate the pavement condition and annual maintenance expenditures of all parkway paving areas that were constructed with a bituminous surface within the last two to three decades. The concrete portion, curb, gutter, sidewalks, and driveways have for the most part weathered the years better than the bituminous surface. The objective of this program is to perform a mill and overlay and sealcoat of the roadway surface instead of a total reconstruction. Mill and overlay allows the bituminous surface between the curb and gutters to be removed and a new roadway surface constructed. Sealcoat extends the life of the roadway surface. The rationale behind this approach is that the life of the existing roadway can be extended 10 years through the Parkway Paving Program.

Purpose and Justification:

At this time, the areas paved and that had seal coats performed in the past are re-evaluated using the same consideration for roadway conditions used in the initial selection process: 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 input from the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the quality of the parkway system.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	3,180	700	700	700	700	700	3,500	700
Other Local Governments	1,879			1,000			1,000	
Park Capital Levy	1,200	120					120	
Special Assessments	250	50	50	50	50	50	250	50
Transfer from Special Revenue Funds	150							
Total	6,659	870	750	1,750	750	750	4,870	750

Project Title: PV001 Parkway Paving Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	35	25	25	135
Construction Costs	804	689	1,632	689	689	4,503
General Overhead	41	36	83	36	36	232
Total	870	750	1,750	750	750	4,870

Have Grants for this Project been secured? ☐

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

MPRB has historically applied to the Metropolitan Council every other year for Regional Park funding. Typically the grant is known in June of the year requested. MPRB also historically have Park Capital Levy funding that is requested annually for this program. This funding along with the aforementioned Metropolitan Council Grant funding constitutes "Other Committed" for this program.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV001 Parkway Paving Program

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

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

Location and Design Review for this program took place on May 4, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The Minneapolis Park and Recreation Board plays a supporting and collaborating role in the projects by approving all projects included

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various street segments. The parkway system is very narrow and bicycle facilities, if proposed, are generally off-street facilities.

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

Yes, the projects are located on high volume pedestrian corridors. Pedestrian ramps are upgraded when applicable with concurrence by both the MPRB and Public Works staff.

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

No

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

Project Title: PV001 Parkway Paving Program

What is the expected useful life of the project/Improvement? 10

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$398,118

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a parkway in poor condition is estimated at \$7,000 per mile per year for a this type of roadway. It is estimated that approximately 3 miles of parkway will be resurfaced, resulting in an estimated cost to maintain of \$21,000 annually.

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

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:

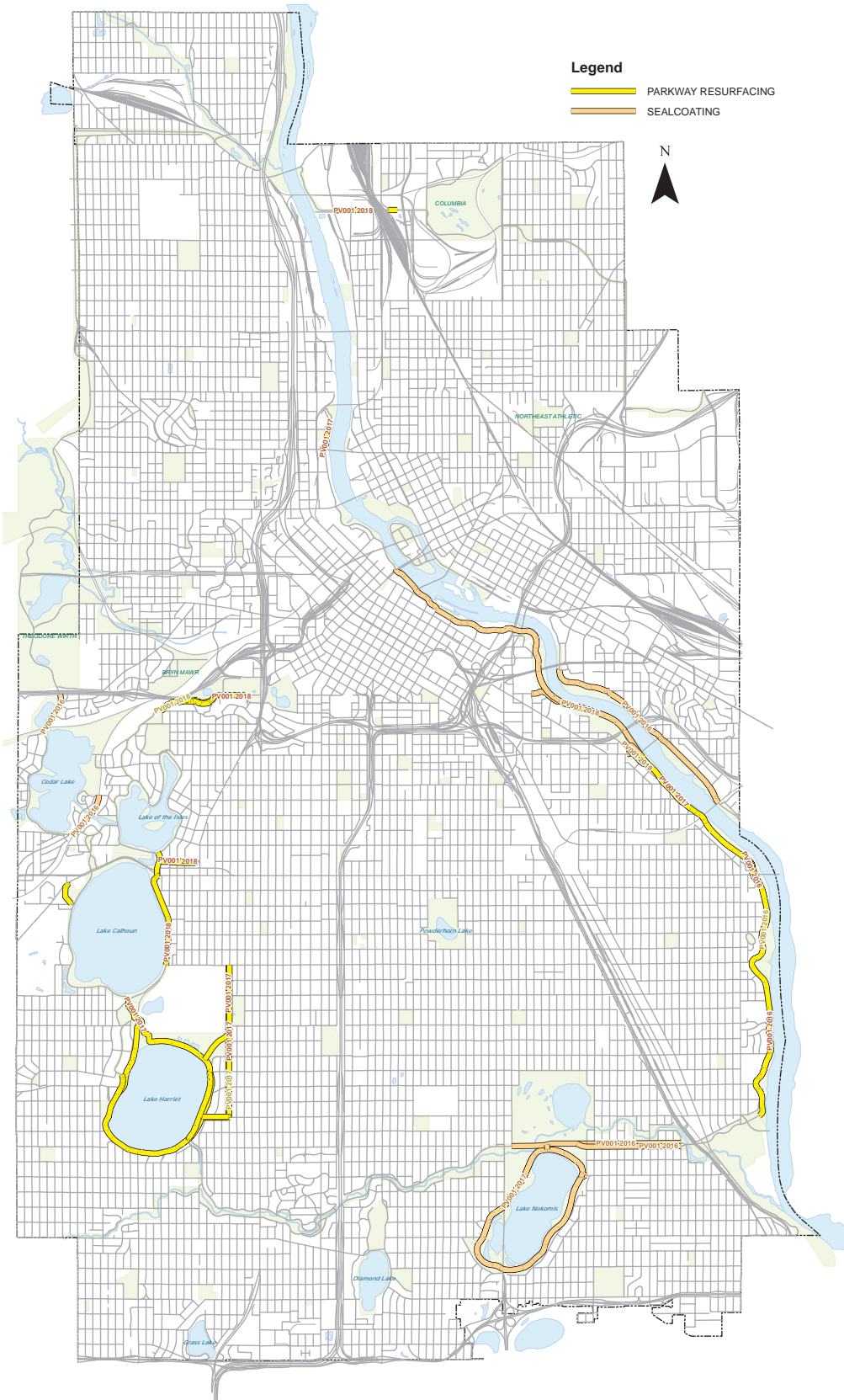
Not Applicable

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:

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.

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

Parkway Paving Program



Project Title: PV006 Alley Renovation Program

Project Location: City-wide

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Tracy Lindgren

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/16/21

Department Priority: 13 of 52

Contact Phone Number: (612) 290-5898

Project Description:

Repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in "poor" or "very poor" condition according to the "Pavement Condition Index" database. This will extend the operational life of an alley for approximately 20 years.

Purpose and Justification:

The City of Minneapolis' residential alley system is a critical component of its transportation and storm water management systems. Alleys provide access to the off-street side of properties that are utilized for both parking and deliveries to businesses. The residential alleys provide access to the garages and/or off-street parking and are used as primary locations for solid waste and recycling collection services. In addition, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. These improvements allow for maintaining a safe, healthy, and aesthetically appealing residential neighborhoods. For any city, providing and maintaining the city's basic infrastructure at a level that attracts and maintains a strong business community as well as vibrant and livable neighborhoods is an essential element in making that city a place where people want to live, work, and visit. This project will help maintain this system at a high quality level.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	720	200	200	200	200	200	1,000	200
Special Assessments	250	50	50	50	50	50	250	50
Transfer from General Fund	0							
Transfer from Special Revenue Funds	200							
Total	1,170	250	250	250	250	250	1,250	250

Project Title: PV006 Alley Renovation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	8	8	8	8	8	38
Construction Costs	231	231	231	231	231	1,153
General Overhead	12	12	12	12	12	60
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This program maintains existing alley infrastructure which also contributes to a walkable City because it minimizes driveway disruptions along the public sidewalk. This furthers the following City goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV006 Alley Renovation Program

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and Design Review for this program took place on May 4, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$121,010

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

Project Title: PV006 Alley Renovation Program

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The current street maintenance expenditure for alleys in “poor” or “very poor” condition is estimated at approximately \$500 per alley per year. Over the five years of this program, 48 alleys will be improved. Approximately 10 alleys per year will be resurfaced, the estimated annual cost to maintain these alleys is \$5,000 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The size and scope of the work can be adjusted to utilize all available funds.

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

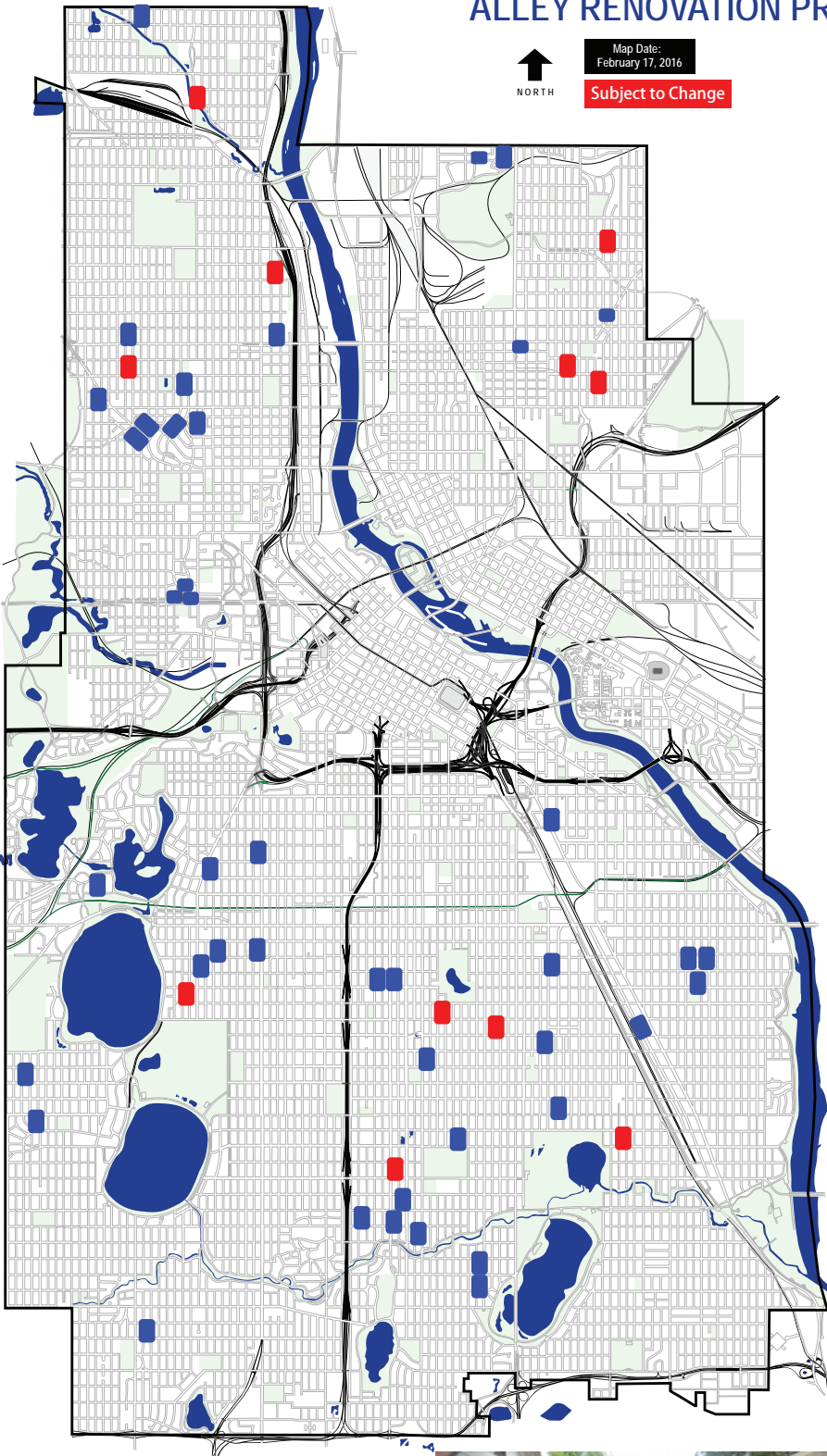
A quality alley affects the respective values of the adjoining residential properties. Visual enhancement is obtained by overlaying alleys and repairing/replacing retaining walls. The alley system is a critical component for facilitating both residential solid waste pick-up and timely snow removal.

ALLEY RENOVATION PROGRAM



Map Date:
February 17, 2016

Subject to Change



2016 ALLEYS

- 8311 - 2016** 10th Ave S, 11th Ave S, 36th St E, 35th St E
- 5755 - 2016** Buchanan St NE, Lincoln St NE, 22nd Ave NE, 23rd Ave NE
- 7407 - 2016** Portland Ave, Oakland Ave, 46th St E, 45th St E
- 8182 - 2016** 6th St N, 4th St N, 36th Ave N, 37th Ave N
- 6362 - 2016** Humboldt Ave N, Girard Ave N, Shingle Crk Pkwy, 48th Ave N
- 6533 - 2016** Humboldt Ave S, Holmes Ave S, 35th St W, 34th St W
- 7262 - 2016** Queen Ave N, Penn Ave N, Lowry Ave N, 33rd Ave N
- 6339 - 2016** Garfield St NE, Arthur St NE, 31st Ave NE, 32nd Ave NE
- 8530 - 2016** 16th Ave S, 17th Ave S, 37th St E, 36th St E
- 6481 - 2016** Hayes St NE, Garfield St NE, 19th Ave NE, 22nd Ave NE
- 8866 - 2016** 29th Ave S, 30th Ave S, 44th St E, 43rd St E

Future Alleys in Resurfacing Program

- 6384 - 2017** Hennepin Ave, Girard Ave S, 33rd St W, 32nd St W
- 8090 - 2017** 3rd Ave S, Clinton Ave, 49th St E, 48th St E
- 8507 - 2017** 15th Ave S, Bloomington Ave, 53rd St E, 52nd St E
- 6856 - 2017** Aldrich Ave S, Lyndale Ave S, 26th St W, 25th St W
- 7410 - 2017** Portland Ave, Oakland Ave, 49th St E, 48th St E
- 8644 - 2017** 21st Ave S, 22nd Ave S, 33rd St E, 32nd St E
- 8506 - 2017** 15th Ave S, Bloomington Ave, 52nd St E, 51st St E
- 7264 - 2017** Queen Ave N, Penn Ave N, 34th Ave N, 35th Ave N
- 7804 - 2017** Valley St, Monroe St NE, 36th Ave NE, 36 1/2 Ave NE
- 5859 - 2018** Chicago Ave, Elliot Ave, 39th St E, 38th St E
- 6011 - 2018** Columbus Ave, Chicago Ave, 50th St E, 49th St E
- 5602 - 2018** Chowen Ave S, Beard Ave S, 43rd St W, 42nd St W
- 5885 - 2018** Drew Ave S, Chowen Ave S, 40th St W, 39th St W
- 9582 - 2018** Elwood Ave N, Irving Ave N, Elwood Ave N, 8th Ave N
- 4123 - 2018** James Ave N, Elwood Ave N, Olson Memorial Hwy, 7th Ave N
- 8394 - 2018** 12th Ave S, 13th Ave S, 44th St E, 43rd St E
- 8630 - 2018** 20th Ave S, 21st Ave S, 38th St E, 37th St E
- 8677 - 2018** 22nd Ave S, Standish Ave, 42nd St E, 41st St E
- 9581 - 2018** Logan Ave N, Elwood Ave N, Olson Mem Hwy, Thomas Pl N
- 7153 - 2018** Park ave, Oakland Ave, 48th St E, 47th St E
- 6861 - 2019** Aldrich Ave S, Lyndale Ave S, 32nd St W, 31st St W
- 9052 - 2019** 37th Ave S, 38th Ave S, 34th St E, 33rd St E
- 6193 - 2019** Fremont Ave S, Emerson Ave S, 32nd St W, 31st St W
- 9029 - 2019** 36th Ave S, 37th Ave S, 33rd St E, 32nd St E
- 7640 - 2019** Stevens Ave, 2nd Ave S, 27th St E, 26th St E
- 1027 - 2019** 38th Ave S, 39th Ave S, 33rd St E, 32nd St E
- 5817 - 2019** Central Ave NE, Polk St NE, 24th St E, Lowry Ave NE
- 8641 - 2019** 21st Ave S, 22nd Ave S, 24th St E, 22nd St E
- 6378 - 2019** Irving Ave N, Girard Ave N, 24th Ave N, 25th Ave N
- 7394 - 2020** Portland Ave, Oakland Ave, 34th St E, 33rd St E
- 6809 - 2020** Penn Ave N, Logan Ave N, Willow Ave N, West Broadway
- 7172 - 2020** Penn Ave N, Oliver Ave N, 23rd Ave N, West Broadway
- 8178 - 2020** 5th St N, 4th St N, Lowry Ave N, 33rd Ave N
- 7682 - 2020** Upton Ave N, Thomas Ave N, 26th Ave N, 27th Ave N
- 7036 - 2020** Oliver Ave S, Newton Ave S, 56th St W, 55th St W
- 7784 - 2020** Dean Pkwy, Upton Ave S, 28th St W, Upton Ave S
- 6284 - 2020** Girard Ave S, Fremont Ave S, 27th St W, 26th St W
- 7028 - 2021** Oliver Ave N, Newton Ave N, 52nd Ave N, 53rd Ave N
- 6526 - 2021** James Ave N, Ilion Ave N, Hillside Ave N, Irving Ave N
- 6593 - 2021** James Ave N, Irving Ave N, 27th Ave N, 29th Ave N
- 7614 - 2021** Snelling Ave, Minnehaha Ave, 37th St E, 36th St E
- 5580 - 2021** Architect Ave, Van Buren St NE, Columbia Pkwy, 37th St NE
- 6334 - 2021** Garfield St NE, Arthur St NE, 27th Ave NE, Brighton Ave NE
- 8143 - 2021** 4th Ave S, 5th Ave S, 34th St E, 33rd St E



Before Renovation



After Renovation

Project Title: PV019 6th Ave N (5th St N to dead end north of Wash Ave N)

Project Location: 5th St N to the Dead End north of Wash Ave N

City Sector: Downtown

Project Start Date: 4/15/16

Submitting Department: Public Works

Contact Person: Adam Hayow

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): North Loop

Estimated Project Completion Date: 11/15/17

Department Priority: 7 of 52

Contact Phone Number: (612) 673-2172

Project Description:

The project is approximately 0.28 miles in length from 5th St N to the dead end north of Washington Ave N. This segment of 6th Avenue N is situated in an area that previously served industrial and commercial uses. However, the North Loop neighborhood has experienced, and continues to experience a shift in the land use. Substantial redevelopment in the neighborhood has occurred over the last decade, including Target Field and the Target Field Transit Station, which has spurred significant residential and commercial developments.

This street segment has many areas of broken or non-existent curb, and the driving surface provides a mixture of street pavers and asphalt patches. The corridor lacks a consistent ADA-compliant pedestrian walkway due to the presence of many loading docks that are currently in use today. The current condition of the street requires frequent maintenance. Full reconstruction of the street includes complete removal and replacement of the driving surface, along with the addition of an ADA-compliant pedestrian walkway. This project falls within a historically designated area. Design of the street followed guidance contained in the Warehouse District Heritage Streets Plan. The Heritage Streets Plan provides guidance for historical preservation within the area as projects are proposed and implemented.

Purpose and Justification:

The current condition of the street pavement is "poor" and there is a complete lack of accessible ADA-compliant pedestrian walkways. The street segment was last constructed in 1926, and aside from extensive asphalt patching, has not received any other improvements since. This segment lacks clearly defined geometry, with parallel and angled on-street parking conflicting with active loading docks. There is a need to reduce the risks of unsafe conditions for pedestrians, bicyclists, and motorists.

Recent residential and commercial redevelopments have prompted the need to address pavement conditions, as well as pedestrian accessibility and safety. Pedestrian improvements are especially important in an area that was not originally designed and built to accommodate pedestrian mobility. Previous attempts to complete this project were unsuccessful due to limited guidance on historical street preservation, but the Heritage Streets Plan now provides strong guidance. Accessible pedestrian walkways identified within this project support recent and planned transit infrastructure improvements, as well as other developments in this neighborhood.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants	1,120							
Municipal State Aid	1,370							
Net Debt Bonds	25	440					440	
Special Assessments	315							
Stormwater Revenue	45	40					40	
Water Revenue	45							
Total	2,920	480					480	

Project Title: PV019 6th Ave N (5th St N to dead end north of Wash Ave N)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	457					457
General Overhead	23					23
Total	480					480

Have Grants for this Project been secured? ☒

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

This project has been awarded federal funding through the Metropolitan Council's Transportation Enhancements program. A total of \$1,120,000 of federal funding was awarded for 2016 construction.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.5 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV019 6th Ave N (5th St N to dead end north of Wash Ave N)

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design Review for this project took place on May 9th, 2011. The project was found to be consistent with the City's Comprehensive Plan. No additional review is required.

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

Describe the economic development impact of the project:

6th Avenue North serves as one of only a couple of links that connect the east and west portions of the neighborhood. Improving conditions on this route will enhance the development feasibility of properties near the future Royalston Avenue Station (Green Line LRT), improve access from the neighborhood to the farmer's market, and support ongoing development activity in the neighborhood east of 4th Street.

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

Redevelopment will continue in the North Loop if the project does not move forward, but enhancing connectivity between the east and west portions of the neighborhood will aid in accelerating development west of the project area.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The project is addressed in the North Loop Small Area Plan, Downtown East/North Loop Master Plan, Warehouse District Heritage Streets Plan, and the Minneapolis Warehouse Historic District Design Guidelines. Each document encourages and outlines a context sensitive approach to designing a historic street in a way that acknowledges the city's history and functions appropriately for modern use. Specific cross sections were developed in the Heritage Streets Plan that were the basis of the ultimate design of this project. For example concepts are utilized that maintain historic loading docks in the public right of way and still accommodate ADA accessible paths.

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

This project has been awarded federal funding through the Metropolitan Council's Transportation Enhancements program. The program year for this project is set to coincide with the availability of the federal funding.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 is expected to be a high-volume pedestrian corridor that will provide walk-up access to the Target Field Station (and its LRT and Commuter Rail platforms), Target Field, and other local destinations. The proposed improvements will greatly improve the corridor for pedestrians, providing an ADA-compliant route through the North Loop neighborhood.

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

Yes, improvements to sidewalks and crosswalks, with the construction of ADA-compliant curb ramps are included as part of this project.

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

Yes, the right-of-way is constrained and the street serves multiple purposes, with active loading docks and on-street parking along the street. The proposed design follows the guidance provided by the City's Heritage Streets Plan. Through this innovative design, adequate space is provided for pedestrians, traffic, parking, and loading docks.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2016

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain an MSA type of street is estimated at \$10,000 per mile per. Given the length of this project at 0.28 miles, the estimated annual cost to maintain this roadway is \$2,800 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

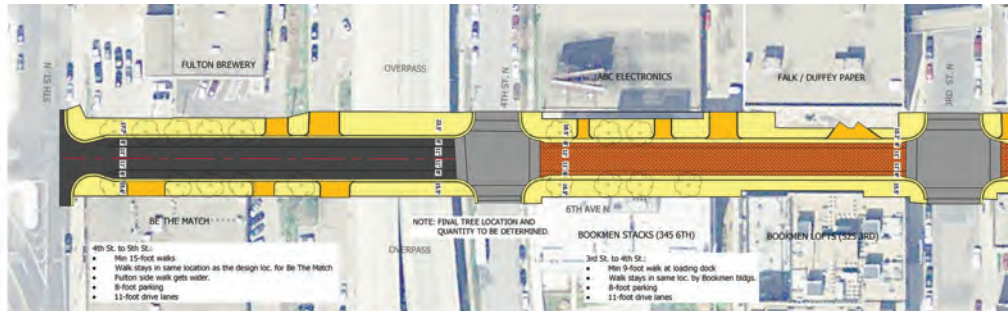
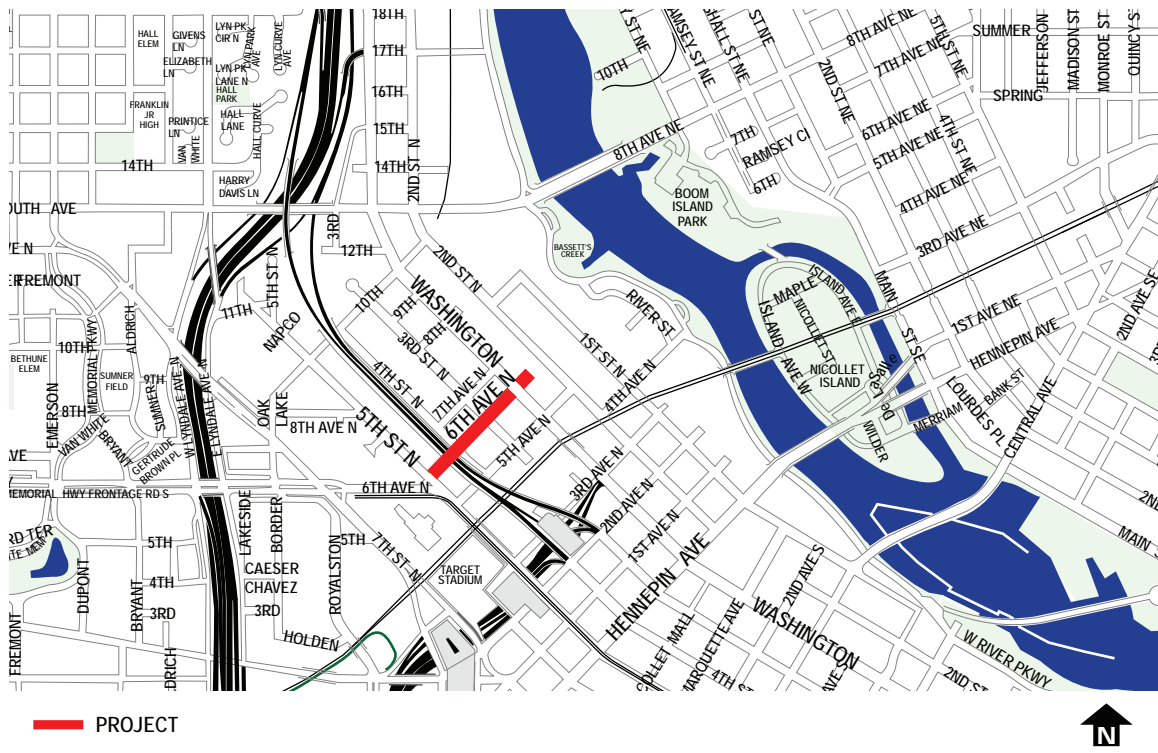
Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

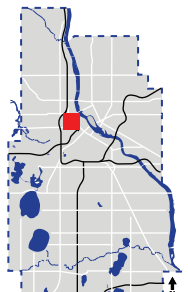
This project is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

The neighborhood engagement and design process began in late 2014 and was completed in 2015. The project layout was approved in February 2015. Final design was completed in 2015 and construction is anticipated to start in the Summer of 2016.



6th Avenue N 30% Layout Plan February 18, 2015



Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)

Project Location: Hennepin Ave to Chicago Ave

City Sector: Downtown

Project Start Date: 4/15/19

Submitting Department: Public Works

Contact Person: Christopher Engelmann

Level of Need: Significant

Affected Wards: 7

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/20

Department Priority: 34 of 52

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project is a complete reconstruction of 8th Street South from Hennepin Avenue to Chicago Avenue. This section of 8th Street South is Municipal State Aid (MSA) Route 434 with an Average Daily Traffic of 7,400 vehicles per day (2014 traffic count) near Hennepin Avenue and 7,000 vehicles per day (2014 traffic count) near Portland Avenue. This one-way eastbound segment is approximately 0.8 miles long with 3 travel lanes and 2 parking lanes. Reconstruction of this roadway includes the complete removal and replacement of the driving surface and curb and gutter. The proposed project will also include landscaping, pedestrian level street lighting, and upgraded signals. Sidewalks may be replaced and sidewalks at bus stop locations may be widened.

Purpose and Justification:

This segment of 8th Street was constructed at various times between 1952 and 1971, with PCI data collected between 2009 and 2013 ranging from 24 to 67. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year. This roadway was last seal coated in 1985. This segment of road is predominantly asphalt over a concrete base, exhibiting severely deteriorated joints in the concrete base that have failed and require extraordinary patching to maintain a safe driving surface. Many sections of curb and gutter are also exhibiting high levels of deterioration. This project is located on a high volume transit corridor, served by Metro Transit Routes 5, 9, 19, and 22

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				6,445			6,445	
Municipal State Aid				920			920	
Net Debt Bonds				1,255	2,290		3,545	
Special Assessments				1,425			1,425	
Stormwater Revenue				450			450	
Water Revenue				20			20	
Total				10,515	2,290		12,805	

Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			2,250			2,250
Construction Costs			7,764	2,181		9,945
General Overhead			501	109		610
Total			10,515	2,290		12,805

Have Grants for this Project been secured? ☒

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

The City has secured a federal transportation fund grant through the Met Council's Regional Solicitation process. The project grant funds will become available July 2018.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goals met by implementing this project:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

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

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design Review for this project took place in 2014. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

The project includes a proposal to implement Arterial Bus Rapid Transit, an improvement that will support downtown Minneapolis as the major job center for the region. Improvement of the roadway and pedestrian realm will also increase the development desirability of properties nearby.

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

Implementation of this project enhances the development desirability of the southern edge of the downtown office core.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This project is not directly addressed in an adopted small area plan, but improving walkability and transit access throughout downtown is a major goal outlined in the Downtown East/North Loop Master Plan, adopted by the City Council in October 2003.

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

This project will be coordinated with implementation of Metro Transits arterial Bus Rapid Transit (BRT) lines C & D.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 project is a high volume transit and pedestrian corridor. New lighting, sidewalks, pedestrian ramps, signal modifications, and other potential improvements will benefit pedestrians.

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

Yes. This project will improve pedestrian facilities by providing ADA-compliant sidewalks (widened) and pedestrian ramps. Additional enhancements may include pedestrian-level lighting, landscaping, and upgraded signals with pedestrian countdown timers. Upgraded transit shelters may also be included from Metro Transit.

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

The right-of-way is constrained. Sidewalk widening and other pedestrian and transit enhancements may be accomplished through peak-hour parking restrictions.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2019

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.8 miles, the estimated annual cost to maintain this roadway is \$8,000 per year.

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

Not Applicable

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

Not Applicable

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 2016, completion of design in 2017, and reconstruction in 2019-2020.

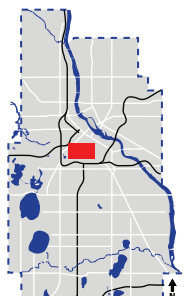
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Because improvements are proposed for several street corridors in downtown, this project may be scalable by prioritizing the street segments however funding needs to coincide with the program year of the federal funding.

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



PROJECT



Project Title: PV056 Asphalt Pavement Resurfacing Program

Project Location: Various location throughout the City
City Sector: Citywide
Project Start Date: 4/15/17
Submitting Department: Public Works
Contact Person: Steve Hay
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 11/15/21
Department Priority: 3 of 52
Contact Phone Number: (612) 673-3884

Project Description:

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 30 or more years ago. This program will consist of a mill and overlay of the roadway and may include replacement of some sections of curb, gutter and driveways. The rationale behind this approach is that the life of the existing roadway can be extended at least 10 years thus delaying the need for the total reconstruction of the roadway.

Purpose and Justification:

The resurfacing program was presented to, and approved by, the City Council on February 15, 2008. The goal of the Resurfacing Program is to extend the life of roadways, reduce roadway maintenance costs, and delay the reconstruction of these roadways.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid	2,500	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Net Debt Bonds	5,115	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Special Assessments	12,705	4,915	4,915	4,915	4,915	4,915	24,575	4,915
Total	20,320	6,915	6,915	6,915	6,915	6,915	34,575	6,915

Project Title: PV056 Asphalt Pavement Resurfacing Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	100	100	100	100	100	500
Construction Costs	6,486	6,486	6,486	6,486	6,486	32,429
General Overhead	329	329	329	329	329	1,646
Total	6,915	6,915	6,915	6,915	6,915	34,575

Have Grants for this Project been secured? ☐

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

No grants or non-city funding sources are used in this program.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goals

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV056 Asphalt Pavement Resurfacing Program

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and design review for this program took place April 17, 2009. The program was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various street segments and residential areas some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the resurfacing project (i.e. no moving the curb lines) and funding is available for the added scope of work.

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

Not Applicable

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

Not Applicable

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

The available right-of-way varies, although this program does not generally move curb lines. When bicycle facilities are considered in conjunction with a resurfacing project they are generally accomplished through pavement striping.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 10

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$1,355,000

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$5,000 per mile per year for a residential type of roadway. Given the length of this project at 25 miles, the estimated annual cost to maintain this roadway is \$125,000.

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

Not Applicable

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

Not Applicable

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

The PV061 High Volume Corridor Reconditioning Program was combined with the PV056 Asphalt Pavement Resurfacing Program since there is considerable overlap and similarities between the two programs. Combining the two programs increased the efficiency by simplifying the process of scheduling resurfacing. Resurfacing work that had been managed using PV061 in past years is now managed with the resurfacing work in the PV056 program. The 2015 PV056/061 programs are complete and are being closed out.

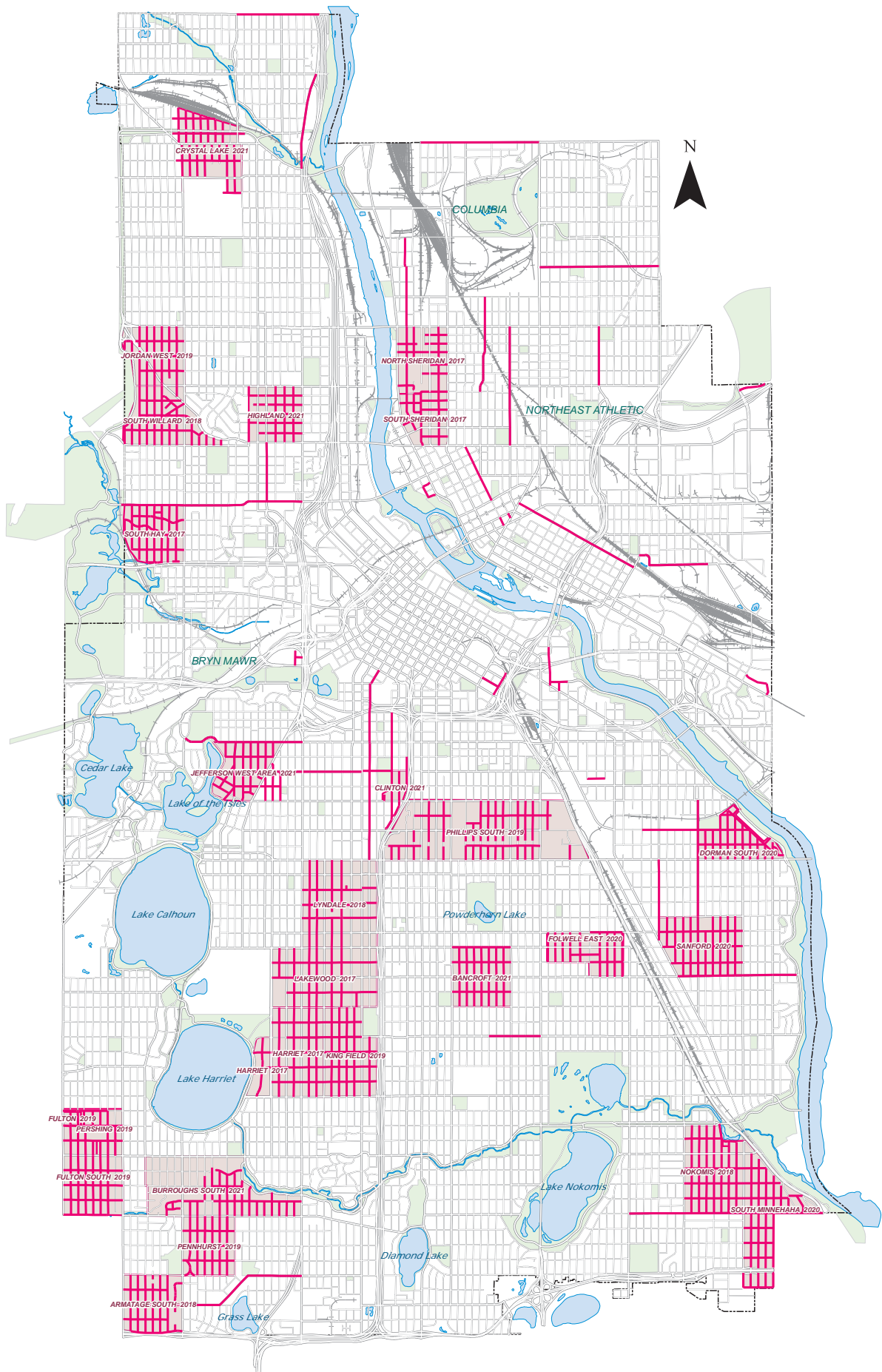
If this is a new project, describe the major project phases and timing anticipated for completing the project:

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.

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



Capital Budget Request

Project Title: PV059 Major Pavement Maintenance Program

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Larry Matsumoto/Alebel Mehari

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 10/15/21

Department Priority: 20 of 52

Contact Phone Number: (612) 919-1148/(612) 209-7828

Project Description:

This is capital project work focused on major street repairs due to specific failures in a city street. This will extend the life of the whole street by 20 years. The objective is to correct failed sections of the entire roadway, and bring this section of the failed roadway up to the condition of the surrounding street.

Purpose and Justification:

There are sections of City streets which have failed due to a specific cause, often in one select location of the street. Examples include excessive settlement due to unique soil conditions not found in other areas of the street or storm water erosion underneath concrete surface panels occurring over years until the void under the panel fails. These street failures typically take years to develop. Once the failure occurs, corrective measures need to be performed to reestablish the overall condition of the street.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	250	250	250	250	250	250	1,250	250
Total	250	250	250	250	250	250	1,250	250

Project Title: PV059 Major Pavement Maintenance Program**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	238	238	238	238	238	1,190
General Overhead	12	12	12	12	12	60
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

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

No grants or non-city funding sources are used in this program.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

The fourth of the six City of Minneapolis Goals is to create connected communities-great spaces & places, Thriving neighborhoods. The City's street infrastructure system is vital to the transportation system and proper maintenance of this investment will provide for a solid stewardship for this street system. These streets provide safe, healthy and esthetically appealing neighborhoods; this major pavement maintenance is created for this purpose.

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as a center of regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

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

Location and design review for this program took place April 17, 2009. The program was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$361,309

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway.

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

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

The program is flexible and unspent balances can be utilized to choose additional projects and based on project costs, those projects with the highest priority will be accomplished first. In addition there were two projects which were not completed in 2015, and portions of this balance will be used complete these projects. Any other unspent money will be addressed in a program close out letter which will be submitted later this year

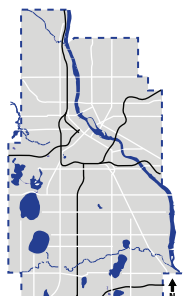
If this is a new project, describe the major project phases and timing anticipated for completing the project:

The program is flexible and unspent balances can be utilized to choose additional projects and based on project costs, those projects with the highest priority will be completed first.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The size and scope of the work can be adjusted to utilize all available funds.

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



Project Title: PV063 Unpaved Alley Construction

Project Location: Citywide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): Various
Project Start Date: 5/1/17	Estimated Project Completion Date: 11/1/21
Submitting Department: Public Works	Department Priority: 18 of 52
Contact Person: Steve Hay	Contact Phone Number: (612) 673-3884
Level of Need: Important	

Project Description:

This program was initiated to complete the paving of the City's residential alley system including the construction of concrete pavement, any necessary storm drains, and retaining walls in existing unpaved alleys. The alley system is composed of over 3,500 concrete or asphalt surfaced alleys and 78 unpaved alleys. These unpaved alleys will generally be paved using the standard residential concrete alley design which utilizes an inverted V-section concrete pavement. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

Purpose and Justification:

The City of Minneapolis' residential alleys are a critical component of the transportation and storm water management systems. For any city, providing and maintaining the city's basic infrastructure at a level that attracts and maintains a strong business community as well as vibrant and livable neighborhoods is an essential element in making that city a place where people want to live, work, and visit. Completing the permanent paving of the City's residential alleys is also an effort to provide an equitable level of service to all residents of the City.

As noted, the system of alleys in Minneapolis is an essential component of its transportation network. Alleys provide access to the off-street side of properties that are utilized for parking and deliveries in commercial and industrial areas. The residential alleys provide access to the garages and/or off street parking and are used as primary locations for solid waste and recycling collection services. In addition these alleys provide for both controlled surface drainage as well as temporary storage of storm water runoff. Many of the alleys eligible for this program are currently not adequately served by the City's existing storm sewers. The Unpaved Alley program will correct these drainage issues. Consequently, it is important that these alleys are built and maintained in a manner that provides for these needs and is consistent, maintainable and cost effective.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	750	150	150	150	150	150	750	150
Special Assessments	450	50	50	50	50	50	250	150
Total	1,200	200	200	200	200	200	1,000	300

Project Title: PV063 Unpaved Alley Construction

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	15	15	15	15	15	75
Construction Costs	175	175	175	175	175	877
General Overhead	10	10	10	10	10	48
Total	200	200	200	200	200	1,000

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.
2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: PV063 Unpaved Alley Construction

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and Design Review for this program took place April 17, 2009. The program was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 70

Year that Operating Incr/(Decr) will take effect? 2016

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$74,331

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

Project Title: PV063 Unpaved Alley Construction

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain an unpaved alley is estimated at \$1,900 per mile per year. Given the length of this project at 0.15 miles, the estimated annual cost to maintain these alleys is \$285.

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

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

The unspent balance will be used in 2016 to fund an alley near Xerxes Ave. S. north of 28th St W. This construction is estimated to utilize the unspent balance and all additional funds appropriated for 2016.

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:

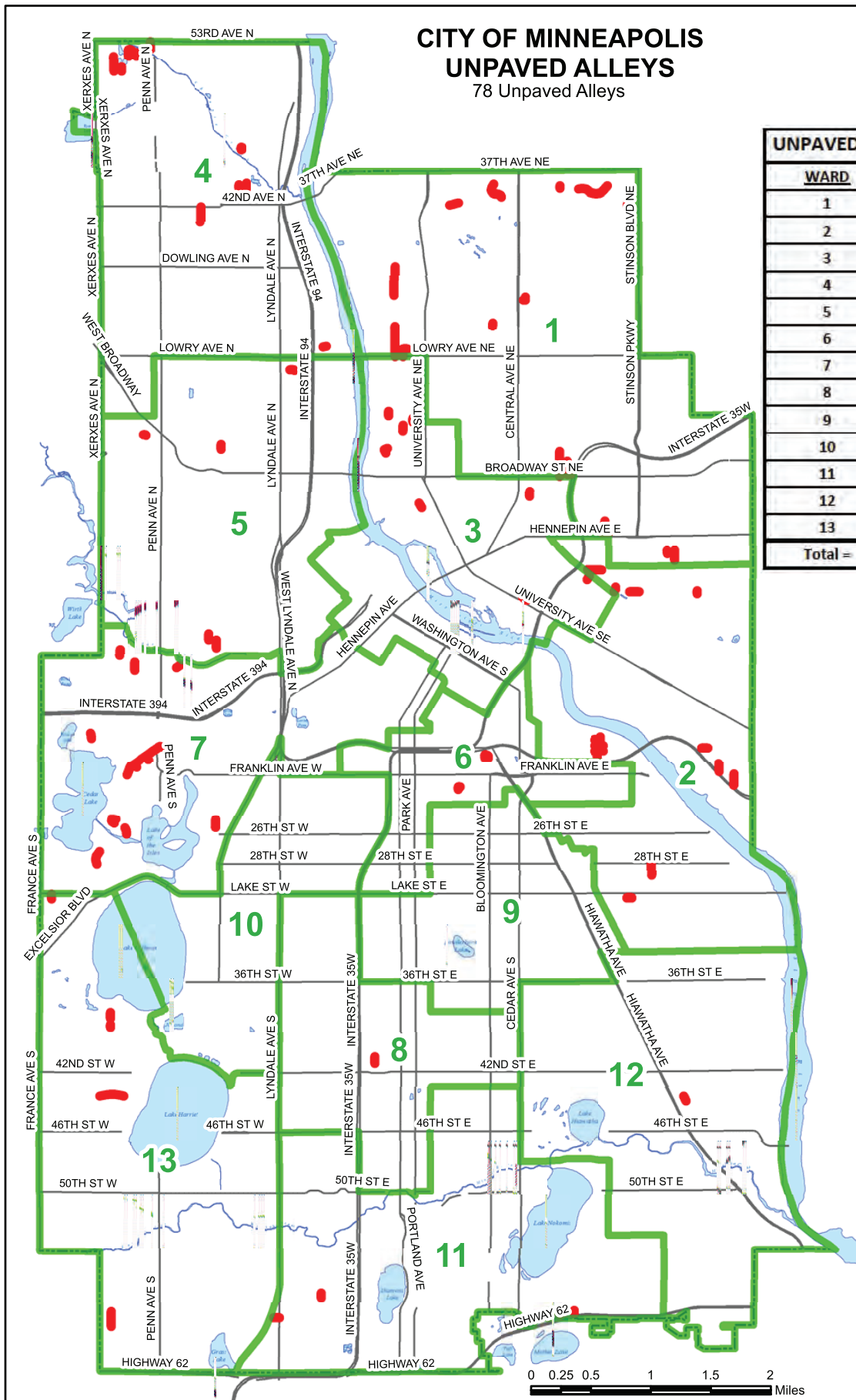
The number of alleys paved per year is based on funding available.

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

CITY OF MINNEAPOLIS UNPAVED ALLEYS

78 Unpaved Alleys

UNPAVED ALLEYS PER WARD	
WARD	TOTAL
1	19
2	14
3	7
4	9
5	5
6	2
7	9
8	1
9	1
10	0
11	5
12	1
13	5
Total =	78



Project Title: PV074 CSAH & MnDOT Cooperative Projects

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Jenifer Hager

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/16/21

Department Priority: 4 of 52

Contact Phone Number: (612) 673-3625

Project Description:

This is a program to fund the City's cost participation on cooperative projects with Hennepin County and MnDOT that fall within the city limits. These projects could include reconstruction or rehabilitation of street segments, bridges, pathways, or streetscapes. These projects typically include a variety of funding sources.

A large portion of the County State-Aid Highways (CSAH) system was constructed in the mid to late 1950s and are at or past the end of their serviceable lives. They have high traffic volumes and are exhibiting signs of severe deterioration. These streets are past the point where maintenance will insure a safe and pothole free surface. Public Works and Street Maintenance have received a tremendous amount of complaints regarding these streets, which already require extraordinary maintenance. Therefore, the City is requesting that the total reconstruction of these streets be done as early as possible.

Purpose and Justification:

A tremendous amount of money is spent on maintenance on several CSAH roadways, which are beyond ordinary repair. Extraordinary maintenance drains resources and is not an efficient use of limited maintenance funds. This program will reconstruct those CSAH roadways that were built over 40 years ago. If these roadways are not reconstructed, the surface will deteriorate at a greater rate and discourage traffic from using these streets. If the traffic does not use these streets, it will divert to other residential streets not intended or built for high traffic volumes.

Generally this program can be used to fund the City's cost participation on cooperative projects with either Hennepin County or MnDOT to facilitate improvements within the City Limits that provide benefit to the travelling public, adjacent property owners, and the City in general.

Current proposed Hennepin County cooperative projects include: Transit Access & Lake St Phase IV, Glenwood Ave (Aldrich Ave N to 10th St N), 5th St NE Pedestrian Bridge, 40th Street S Pedestrian Bridge, Penn Ave N, and Green Line LRT Lake Street Station Area Improvements.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid	255							
Net Debt Bonds	6,475	3,600	3,500	1,700	500	500	9,800	1,000
Other Local Governments	1,270							
Sanitary Revenue	225							
Special Assessments	8,270	600	1,190	345	345		2,480	750
Stormwater Revenue	1,165							
Total	17,660	4,200	4,690	2,045	845	500	12,280	1,750

Project Title: PV074 CSAH & MnDOT Cooperative Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	190	210	92	40	25	557
Construction Costs	3,810	4,257	1,856	765	451	11,138
General Overhead	200	223	97	40	24	585
Total	4,200	4,690	2,045	845	500	12,280

Have Grants for this Project been secured? ☐

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

Hennepin County has funded projects within their 5-year capital program. In order for these projects to be completed, Minneapolis must have partnering funds. Funding which matches the timing of MnDOT's program will allow these projects to include additional enhancements.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Project Title: PV074 CSAH & MnDOT Cooperative Projects

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this program took place on May 4, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

This is a collaborative program with Hennepin County and/or MnDOT (Minnesota Department of Transportation). Typically, Hennepin County or MnDOT are the lead agency on the proposed projects and the City is a project partner and stakeholder.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This is a collaborative program with Hennepin County and/or MnDOT. Typically, Hennepin County or MnDOT are the lead agency on the proposed projects and the City is a project partner and stakeholder. Project scope is identified by the lead agency, coordinated with the City, and may include a variety of projects that are included on the Bicycle Master Plan.

Is the proposed project on an existing or planned 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 is a collaborative program with Hennepin County and/or MnDOT. Typically, Hennepin County or MnDOT are the lead agency on the proposed projects and the City is a project partner and stakeholder. 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 project 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.

This is a collaborative program with Hennepin County and/or MnDOT. Typically, Hennepin County or MnDOT are the lead agency on the proposed projects and the City is a project partner and stakeholder. 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.

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

This is a collaborative program with Hennepin County and/or MnDOT. Typically, Hennepin County or MnDOT are the lead agency on the proposed projects and the City is a project partner and stakeholder. 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.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$2,385,000

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

There will be no relative increase or decrease. Hennepin County provides Minneapolis funds to complete maintenance on their roads. Rebuilding a road releases maintenance money to other county roadways where additional maintenance is needed.

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

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

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:

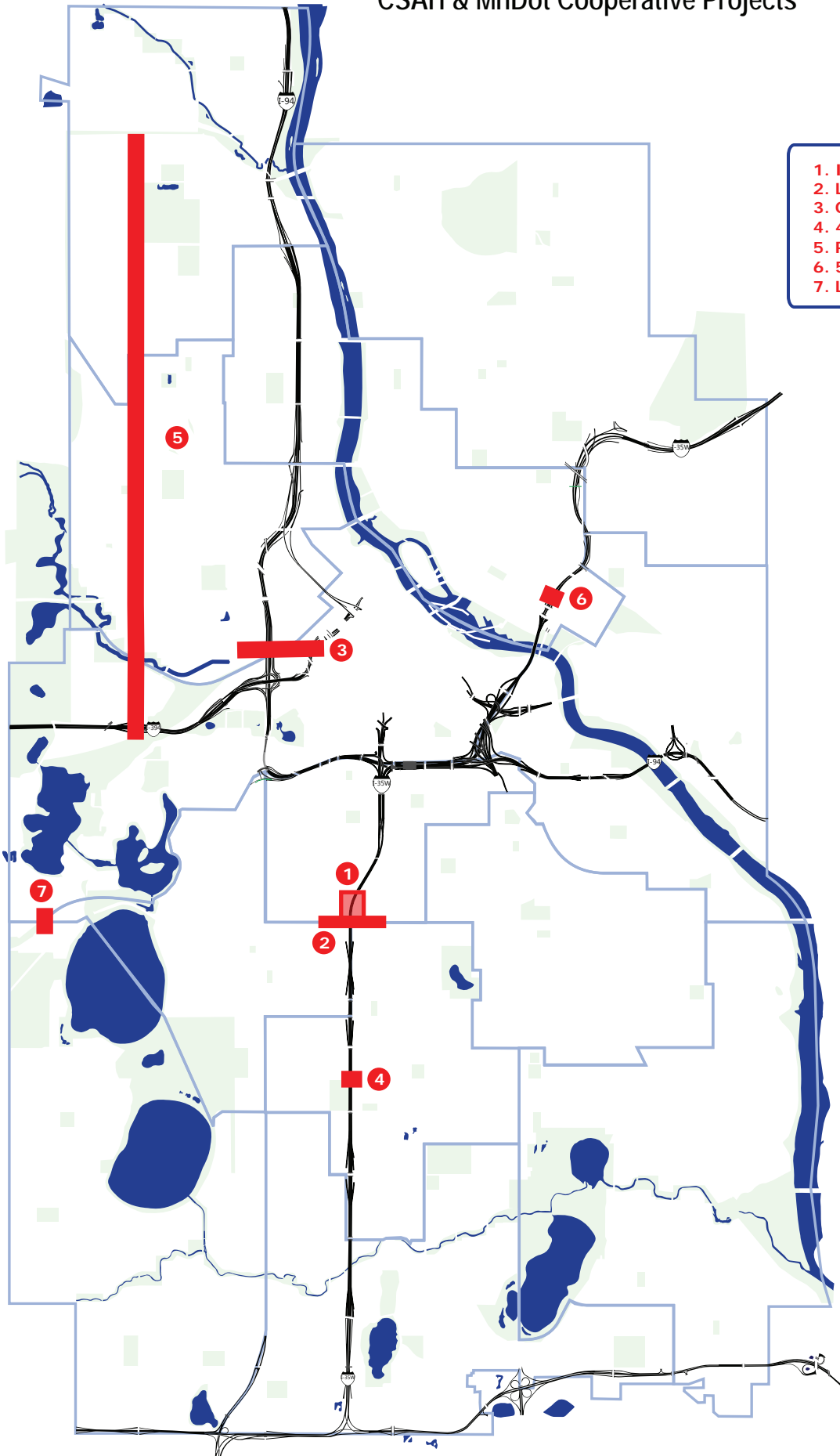
This is an ongoing program that covers various cooperative roadway projects that the City of Minneapolis contributes to MnDOT/Hennepin County financially. Any unspent balances are moved to the next project and the city budget is adjusted.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

None – cost sharing is typically a set policy.

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

CSAH & MnDot Cooperative Projects



- 1. I-35W/Lake St Interchange
- 2. Lake St
- 3. Glenwood Ave
- 4. 40th St
- 5. Penn Ave N
- 6. 5th St SE Pedestrian Bridge
- 7. Lake St Station Connections

Capital Budget Request

Project Title: PV075 Development Infrastructure Program

Project Location: Various Locations

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: CPED

Contact Person: David Frank

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/21

Department Priority: 21 of 52

Contact Phone Number: (612) 673-5238

Project Description:

The Development Infrastructure Program is an innovative partnership between CPED and Public Works. 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 private investment will follow, CPED and Public Works believe this program is a necessary revision in 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 in the current system of project-specific requests.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	0	0	0	500	500	500	1,500	500
Special Assessments								
Transfer from General Fund	500							
Total	500	0	0	500	500	500	1,500	500

Project Title: PV075 Development Infrastructure Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs			476	476	476	1,429
General Overhead			24	24	24	71
Total			500	500	500	1,500

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: PV075 Development Infrastructure Program

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this program took place on April 26, 2012. The program was found consistent with the City's comprehensive plan. No additional review is required.

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:

This program provides the ability to respond quickly to the demands of the real estate marketplace and bring public resources to locations where private investment will follow. The program is focused along transit corridors in priority areas, but is flexible enough to allow for other targeted opportunities.

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

The multi-year schedule of infrastructure funding provides a program by which resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible in the current system of project-specific requests.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This program implements many of the goals and policies contained in the comprehensive plan and in many cases these projects are also referenced in related small area plans or community development framework plans.

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various street segments some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the proposed project and when funding is available for the added scope of work.

Is the proposed project on an existing or planned 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 completing 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.

Project Title: PV075 Development Infrastructure Program

Project Location: Various Locations

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: CPED

Contact Person: David Frank

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/21

Department Priority: 21 of 52

Contact Phone Number: (612) 673-5238

Project Description:

The Development Infrastructure Program is an innovative partnership between CPED and Public Works. 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 private investment will follow, CPED and Public Works believe this program is a necessary revision in 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 in the current system of project-specific requests.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	0	0	0	500	500	500	1,500	500
Special Assessments								
Transfer from General Fund	500							
Total	500	0	0	500	500	500	1,500	500

Project Title: PV080 18th Ave NE (Monroe to Johnson St NE)
Project Location: Monroe St. NE to Johnson St. NE

City Sector: East

Project Start Date: 4/17/17

Submitting Department: Public Works

Contact Person: Beverly Warmka

Level of Need: Important

Affected Wards: 1

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/1/18

Department Priority: 25 of 52

Contact Phone Number: (612) 673-3762

Project Description:

The project includes reconstruction of approximately 0.75 miles of 18th Ave NE from Monroe St NE to Johnson St NE. Reconstruction of this roadway includes the complete removal and replacement of the driving surface and curb and gutter and the construction of a new multi-use trail on the south side of the corridor.

Purpose and Justification:

The current condition of the street pavement is poor and in need of reconstruction. The Pavement Condition Index was rated at 56 in 2011. Reconstruction of this corridor also presents an opportunity to connect the Mississippi River to the NE Diagonal Trail. This project will result in larger spaces for boulevards that can accommodate boulevard trees, which currently do not exist in many places.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid		3,100	1,500				4,600	
Net Debt Bonds			465				465	
Special Assessments		1,225					1,225	
Stormwater Revenue		150					150	
Water Revenue		20					20	
Total		4,495	1,965				6,460	

Project Title: PV080 18th Ave NE (Monroe to Johnson St NE)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	1,048	524				1,572
Construction Costs	3,233	1,347				4,580
General Overhead	214	94				308
Total	4,495	1,965				6,460

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both improves existing infrastructure and contributes to a robust bicycle network, furthering the following city goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse

Project Title: PV080 18th Ave NE (Monroe to Johnson St NE)

transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

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

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Redevelopment is envisioned on the eastern portion of this project area near Central Avenue NE. The Central Avenue Small Area Plan calls for mixed-use redevelopment of up to 8 stories at the intersection of 18th Avenue NE and Central Avenue NE.

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

This project is a high priority for Northeast Minneapolis and has been requested by the Ward 1 Council Office. The project is supported by the community and the trail element has regional support.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this corridor is shown in the Bicycle Master Plan as having an on- and off-street trail.

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

No

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

Yes. This project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of a multi-use 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

Parking will be eliminated on the south side of the street.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at .75 miles, the estimated annual cost to maintain this roadway is \$7,500.

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

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

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

Not Applicable

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

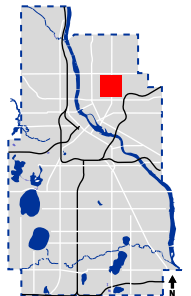
The neighborhood engagement process began in 2015. The proposed project layout was approved by City Council in September 2015. Detailed design is expected to be completed in 2016. Construction is anticipated to begin in 2017 and be completed in 2018.


Scalability/Funding Allocation Flexibility – discuss any flexibility 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 currently anticipated to be constructed over 2 years.

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

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.



	<p>18th Ave NE Monroe St NE to Johnson St NE</p>	<p>Proposed: 2017-2018</p>	<p>PV080</p>
	<p>Contact: Bev Warmka 612-673-3762</p>		

Capital Budget Request

Project Title: PV084 54th St W (Penn to Lyndale Ave S)

Project Location: Penn Ave. S. to Lyndale Ave. S.

City Sector: Southwest

Project Start Date: 4/18/16

Submitting Department: Public Works

Contact Person: Jeff Handeland

Level of Need: Significant

Affected Wards: 13

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/1/17

Department Priority: 22 of 52

Contact Phone Number: (612) 673-2363

Project Description:

The proposed project is a complete reconstruction of 54th Street West from Penn Avenue South to Lyndale Avenue South. 54th Street is a Municipal State Aid Route with an Average Daily Traffic of 5,500 at Penn Avenue to 8,500 vehicles per day at Lyndale Avenue (2011 traffic count). A 2011 count reported an estimated 120 pedestrians and 70 bicyclists per day on 54th Street West near Penn Avenue. This segment is approximately 1 mile long. The current configuration includes 2 traffic lanes and 2 parking lanes. The reconstructed 54th Street West will continue to carry two-way traffic. A parking lane will be provided on the north side, except between Penn Avenue and Oliver Avenue, where parking will be provided on both sides. A 5-foot dedicated bike lane will be provided in each direction, except between Penn Avenue and Oliver Avenue, where shared bike lanes will be provided on both sides. Curb extensions (bump-outs) are proposed at select intersection corners. The proposed street width will be approximately 40 feet, except where the bump-outs are added.

Purpose and Justification:

The existing concrete pavement was constructed in 1969 and is rated in poor condition by the City's pavement management system with a Pavement Condition Index rating of 55 in 2009. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore, an estimate of the 2014 PCI would be 30 - 45. This segment of road is concrete and has severely deteriorated joints which have failed requiring extraordinary patching to maintain a safe driving surface.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid	760	3,015					3,015	
Net Debt Bonds	1,740	285					285	
Special Assessments	640							
Stormwater Revenue	125	125					125	
Water Revenue	15	10					10	
Total	3,280	3,435					3,435	

Project Title: PV084 54th St W (Penn to Lyndale Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	615					615
Construction Costs	2,657					2,657
General Overhead	164					164
Total	3,435					3,435

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both maintains existing infrastructure and contributes to the City's bicycle and pedestrian network--furthering the following city goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Project Title: PV084 54th St W (Penn to Lyndale Ave S)

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design review was completed on June 11, 2012. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Specific recommendations related to the nature of a reconstructed 54th Street are not addressed in the South Lyndale Corridor Master Plan, but mixed-use redevelopment that increases density and enhances pedestrian activity is encouraged at the intersection of 54th Street W and Lyndale Avenue S.

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the Bicycle Master Plan calls for bike lanes to be considered when the street is reconstructed.

Is the proposed project on an existing or planned 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

Project Title: PV084 54th St W (Penn to Lyndale Ave S)

details.

Yes, pedestrian ramps will be reconstructed to current standards. 5 foot dedicated bike lanes will be provided in each direction, except between Penn Avenue and Oliver Avenue, where shared bike lanes will be provided on both sides. Curb extensions (bump-outs) are proposed at select intersection corners. The proposed street width will be approximately 40 feet, except where the bump-outs are added. The addition of bike lanes will provide a specific space for bicyclist use. This segment of 54th St is not a bus 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

Yes. The right-of-way is 66 feet wide and the existing curb to curb width is 42 feet. The distance from back of sidewalk to back of sidewalk is 57 feet. Numerous encroachments into the right-of-way such as retaining walls and landscaping constrain the usable right-of-way. This forces bike lanes, sidewalks, traffic lanes, and parking lanes to compete for space within the usable right-of-way.

A parking lane will be provided on the north side, except between Penn Avenue and Oliver Avenue, where parking will be provided on both sides. 5 foot dedicated bike lanes will be provided in each direction, except between Penn Avenue and Oliver Avenue, where shared bike lanes will be provided on both sides. Curb extensions (bump outs) are proposed at select intersection corners. The proposed street width will be approximately 40 feet, except where the bump-outs are added.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2016

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain an MSA type of street is estimated at \$10,000 per mile per. Given the length of this project at 1 mile, the estimated annual cost to maintain this roadway is \$10,000 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

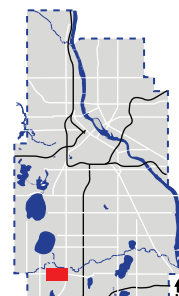
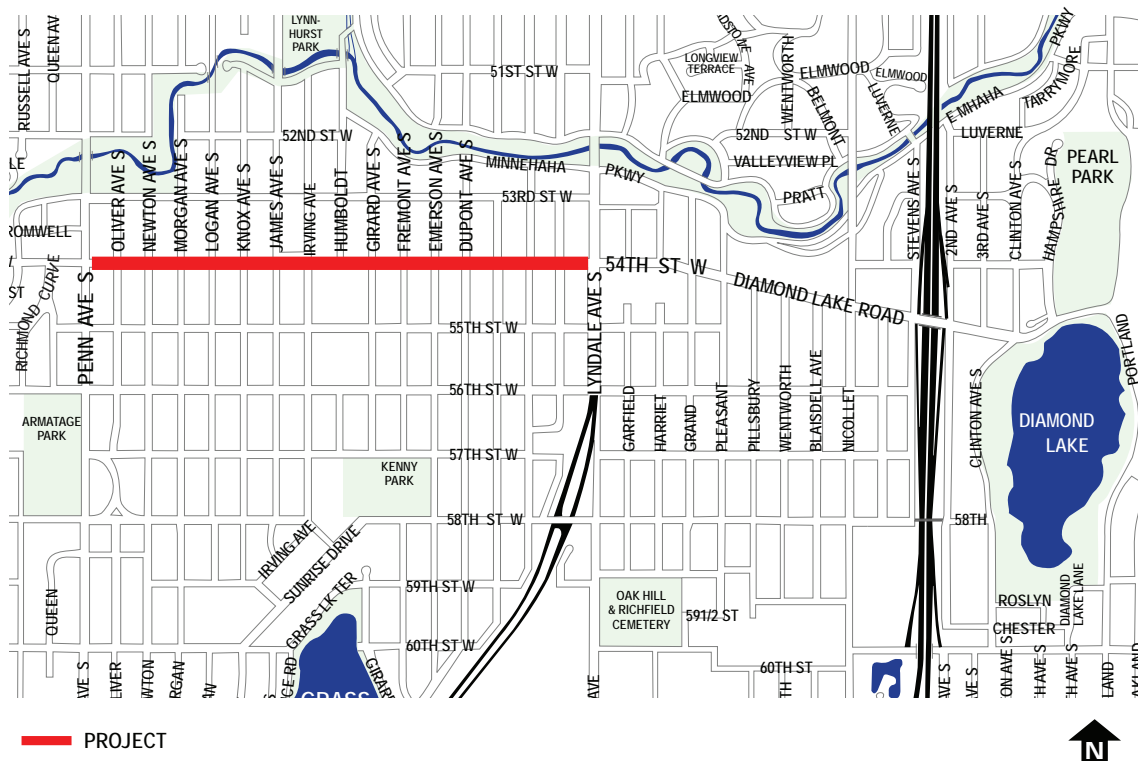
This project is currently funded over two years. Spreading the construction over two or more years decreases the cost effectiveness of the project. The project would be more cost effective if funded and built as a one construction year project.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the

Project Title: PV084 54th St W (Penn to Lyndale Ave S)

general public to know about this potential project and why it should be approved:

Public Works began stakeholder involvement and preliminary design in October of 2014. Detailed design was completed in January 2016. Construction is anticipated to begin in the spring of 2016.



Capital Budget Request

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)

Project Location: Minnehaha Parkway to 54th St. E.

City Sector: South

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Chris Engelmann

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/29/18

Department Priority: 32 of 52

Contact Phone Number: (612) 673-3274

Project Description:

This project will rehabilitate approximately 0.73 miles of 34th Avenue S (MSA route 247) from 54th Street E to Minnehaha Parkway. The average daily traffic (ADT) along this corridor was reported as 6,100 vehicles per day based upon the 2012 count. This stretch of 34th Avenue S is experiencing concrete failures along the joints and Public Works is currently assessing rehabilitation techniques for concrete pavement. The project is expected to include repairs, without removing the existing curb and gutter and sidewalks.

Purpose and Justification:

The existing concrete pavement was constructed in 1971 and is rated in "poor" condition (Pavement Condition Index rating of 53 in 2010) by the City's pavement management system. The poor condition of the roadway is primarily the result of the joint failures, requiring a significant amount of maintenance resources. Rehabilitation of the failed concrete joints will extend the useful life of this stretch of roadway and put off a more costly full reconstruction project.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid			420				420	
Net Debt Bonds	0		60				60	
Special Assessments	0		1,650				1,650	
Total	0		2,130				2,130	

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		297				297
Construction Costs		1,731				1,731
General Overhead		101				101
Total		2,130				2,130

Have Grants for this Project been secured? ☐

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

No grants or non-city funding has been obtained.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

There are no project partners at this time.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

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

Yes, this corridor is a transit route used by Metro Transit Route 7. The roadway surface will be improved making the bus ride much more comfortable.

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

Yes, pedestrian ramps will be upgraded in accordance with the City's ADA Transition Plan.

Is the right-of-way constrained 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 current right-of-way is 66 feet. However, this is a rehabilitation project rather than a reconstruction project; therefore, curb lines are not expected to be altered as part of the project scope. Bicycle facilities are not called for in the Bicycle Master Plan and

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)

sidewalks are not part of the project scope. Innovative concrete rehabilitation techniques are planned for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2018

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.73 miles, the estimated annual cost to maintain this roadway is \$7,300.

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

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

Not Applicable

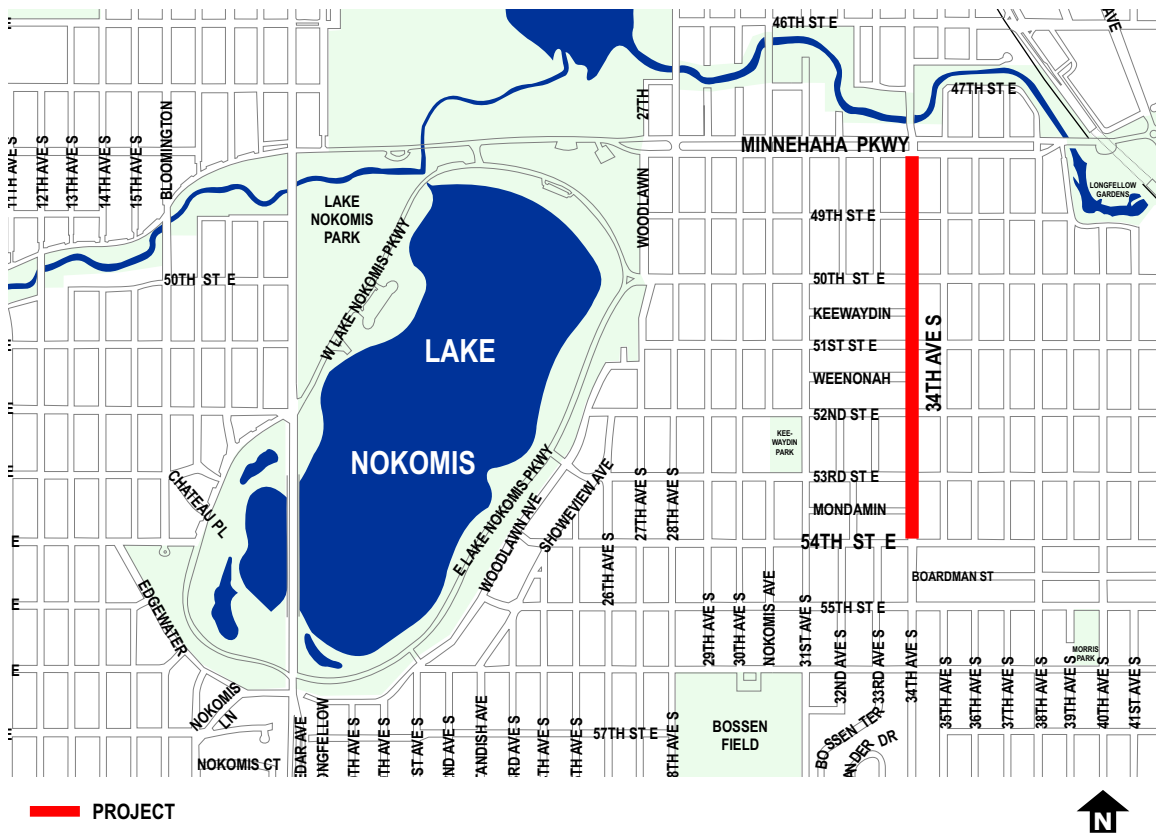
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

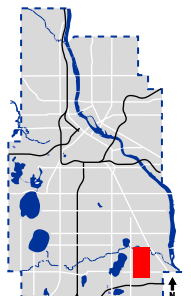
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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



PROJECT



Project Title: PV094 4th St SE (25th to 29th Ave SE)

Project Location: 25th Ave. SE to 29th Ave. SE

City Sector: East

Project Start Date: 4/17/17

Submitting Department: Public Works

Contact Person: Beverly Warmak

Level of Need: Significant

Affected Wards: 2

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/1/17

Department Priority: 27 of 52

Contact Phone Number: (612) 673-3762

Project Description:

The project proposes a complete reconstruction of 4th St SE from 25th Ave SE to 29th Ave SE. This segment between 25th Ave SE and 29th Ave SE, where it intersects with the METRO Green Line, is approximately 0.28 miles long with 2 travel lanes and 2 parking lanes. 4th St SE is a Municipal State Aid Route with an Average Daily Traffic of 1,700 vehicles per day (2013 traffic count). Reconstruction of this street includes the complete removal and replacement of the driving surface and curb and gutter.

Purpose and Justification:

The existing street was constructed in 1951 and is rated in poor condition by the City's pavement management system with a Pavement Condition Index rating of 14 in 2009. The current pavement is beyond its expected useful life. It requires a significant amount of limited maintenance resources.

The surrounding area is undergoing significant investment in re-development as a result of the completion of the METRO Green Line. Numerous private development projects along with projects by the University of Minnesota are in various stages of planning and completion. This project coordinates with another reconstruction project proposed as part of the Development Improvement Program along 4th St SE between 29th Ave SE and Malcolm Ave SE which is also adjacent to additional pending development projects.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid		875	0				875	
Net Debt Bonds		95	0	0			95	
Special Assessments		1,270	0	0			1,270	
Stormwater Revenue		150	0	0			150	
Total		2,390	0	0			2,390	

Project Title: PV094 4th St SE (25th to 29th Ave SE)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	834					834
Construction Costs	1,442					1,442
General Overhead	114					114
Total	2,390					2,390

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: PV094 4th St SE (25th to 29th Ave SE)

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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:

The project is an essential component of plans to achieve maximum development potential on property near the 29th Avenue Station (Green Line LRT). Improving this roadway will make redevelopment of adjacent properties more likely.

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

Redevelopment of nearby properties would still occur, but potentially in a manner that does not fully take advantage of transit, biking, and walking opportunities adjacent to the project area. Reconstruction of 4th Street will also serve to better connect redevelopment areas with existing businesses and employment centers.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Stadium Village University Avenue Station Area Plan (2012), University Avenue SE & 29th Avenue SE Development Objectives and Design Guidelines (2007), and Southeast Minneapolis Industrial (SEMIT)/Bridal Veil Refined Master Plan (2001) all call for improvements to 4th Street SE that enhance the development potential of adjacent property.

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

This project coordinates with another reconstruction project proposed as part of the Development Improvement Program along 4th St SE between 29th Ave SE and Malcolm Ave SE which is adjacent to an upcoming development project. Adjacent property owners along the corridor and in the area are working to coordinate an enhanced streetscape along both segments of 4th St SE.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Project Title: PV094 4th St SE (25th to 29th Ave SE)

Yes, on street bike lanes are proposed.

Is the proposed project on an existing or planned 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 project intersects with the METRO Green Line Light Rail at 29th Ave SE and proposes on-street bike lanes, sidewalk improvements, and pedestrian ramp improvements to enhance multimodal mobility and connectivity.

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

Yes, the project proposes on-street painted bike lanes. This proposed project will improve facilities for pedestrians through anticipated sidewalk and pedestrian ramp improvements.

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

Yes, the right-of-way is constrained.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.28 miles, the estimated annual cost to maintain this roadway is \$2,800.

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

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 proposed for construction in 2017. Public engagement will begin in early 2016 and the Design is anticipated be completed by the end of 2016.

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

Not Applicable

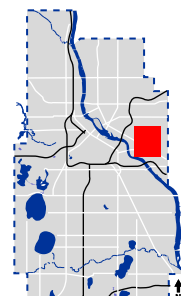
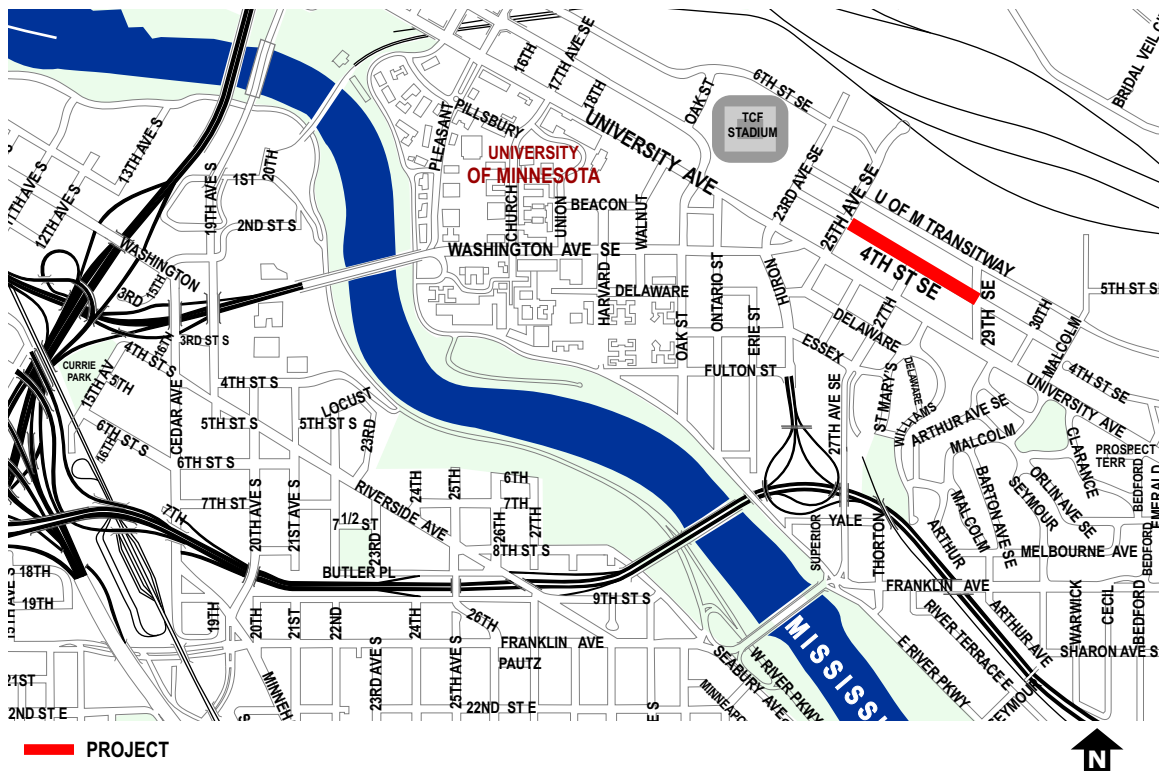
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is currently anticipated to be constructed in one year since it is a relatively short project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Project Title: PV094 4th St SE (25th to 29th Ave SE)

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.



Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)

Project Location: 2nd Ave N to 4th Ave S

City Sector: Downtown

Project Start Date: 4/16/18

Submitting Department: Public Works

Contact Person: Chris Engelmann

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 12/3/18

Department Priority: 29 of 52

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project will reconstruct 0.45 miles of 4th St in Downtown Minneapolis from 4th Ave S to 2nd Ave N. This section of 4th St is Municipal State Aid (MSA) Route 341.

The project will consist of complete removal and replacement of the pavement, subgrade, curb and gutter, and driveways. Some sidewalks may also be replaced. The reconstructed roadway is anticipated to include the eastbound bicycle lane and westbound contra-flow transit lane in addition to through traffic lanes.

Purpose and Justification:

This section of 4th St was constructed between 1961-1963 as an asphalt over concrete roadway. It was overlaid in 2000 and a seal coat applied in 2001. The Pavement Condition Index (PCI) was last measured in 2010 and has a PCI rating of 42 to 55 depending on the segment. This roadway has considerable medium and high severity cracking and patching, and is developing potholes. Some sections of curb and gutter are also showing medium to high levels of deterioration.

This corridor has an Average Daily Traffic (ADT) ranging from 9,500 vehicles per day (2010 traffic count) near 4th Ave S to 19,800 vehicles per day near Hennepin Ave (2008 traffic count). This is also a transit corridor with buses operating in both directions, eastbound with general traffic and westbound in the contra-flow transit lane. Metro Transit currently operates routes 3 and 7 east bound on 4th St, and various other bus routes traveling westbound for unloading. This corridor also has an east bound bicycle route that is categorized as carrying estimated bicycle traffic of up to 250 bicyclists per day (2014). A 2012 bicycle traffic count estimated 190 bicyclists per day on 4th St S near Portland Ave. A 2009 pedestrian traffic count estimated 2,290 pedestrians per day on 4th St S east of 3rd Ave S.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid			2,505				2,505	
Net Debt Bonds			1,215	2,630			3,845	
Special Assessments			790				790	
Stormwater Revenue								
Total			4,510	2,630			7,140	

Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		748	374			1,122
Construction Costs		3,548	2,131			5,678
General Overhead		215	125			340
Total		4,510	2,630			7,140

Have Grants for this Project been secured? ☐

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

No grants or non-city funding has been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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:

Reconstruction of 4th Street supports ongoing redevelopment in the North Loop, Nicollet Mall, and Downtown East areas. It's function as a connection between these areas and as a pathway to and from downtown for bikes, pedestrians, cars, and buses is important for the long-term economic development potential of the area.

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

Reconstruction of the street will enhance the already desirable development areas adjacent to the project.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Downtown East/North Loop Master Plan recommends improvements to 4th Streets that both enhance those streets directly, with the goal of greater development potential and multimodal operations.

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

The City will need to coordinate with Metro Transit to route buses during construction. There are no financial partners at this time.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes. This section of 4th St is a designated bicycle route on the City's Bikeways Master Plan and provides connectivity to the Hiawatha LRT trail.

Is the proposed project on an existing or planned 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 4th St corridor is a heavily used transit route that is currently being used by Metro Transit routes 3 and 7 eastbound and various routes traveling westbound for unloading. Buses travel in both directions, eastbound with general traffic and westbound in the bus contra-flow lane. This project also has very high pedestrian activity because of its location in the core of downtown and provides direct access to the Central Library and City Hall.

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

Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)

The existing bicycle lane, contra-flow transit lane, and other transit infrastructure will be improved or maintained.

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

The right of way is constrained; therefore, no substantial changes in the existing cross section are anticipated. Innovative design strategies will be explored if appropriate.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2018

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.45 miles, the estimated annual cost to maintain this roadway is \$4,500.

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

Not Applicable

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape. A mill/overlay will also be needed in 20 years to prolong the life of the road.

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 2016 or earlier, completing a design in 2017 and reconstruction beginning in 2018.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 a relatively short section of roadway, but with very high usage and congestion, so it would be more efficient to complete the project in one year.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and enhances the city's tax base.

Project Title: PV096 42nd Ave N (Xerxes to Lyndale Ave N)

Project Location: Xerxes Ave N to Lynadale Ave N

City Sector: North

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Chris Engelmann

Level of Need: Significant

Affected Wards: 4

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/19

Department Priority: 30 of 52

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project will reconstruct 42nd Avenue North between Lyndale Avenue North and Xerxes Avenue North. 42nd Avenue North is a Municipal State Aid Route with an AADT ranging between 3,300 vehicles per day at Washburn Avenue North and 5,900 vehicles per day near Fremont Avenue North (2013 traffic count). The project is approximately 1.5 miles long with two traffic lanes and two bike lanes, with shared use pavement markings along both sides of 42nd Avenue North extending from Lyndale Avenue North to Xerxes Avenue North. The area along the project corridor is residential and abutting properties are predominantly single family homes. This will be a total reconstruction project involving the entire right-of-way and will include new roadway pavement, new curb and gutter, utility improvements, new sidewalks with ADA pedestrian ramps, and enhancements to the existing bike lanes. The project will also include signal improvements, new signage, and new pavement markings.

Purpose and Justification:

The existing asphalt and concrete pavement from Aldrich Ave N to Xerxes Ave N was constructed in 1965, with the remaining section from Lyndale Ave N to Aldrich Ave N constructed in 1923. The roadway is rated in poor condition by the City's pavement management system with a Pavement Condition Index rating ranging from 40 to 53 in 2009. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore, an estimate of the 2018 PCI is 8 – 35. This segment of road is concrete and has severely deteriorated joints which have failed requiring extraordinary patching to maintain a safe driving surface. In addition, there are no ADA compliant pedestrian walkways for the majority of the project area.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid			1,770	5,385			7,155	
Net Debt Bonds			520	2,170			2,690	
Special Assessments			1,460	1,465			2,925	
Stormwater Revenue			125	125			250	
Total			3,875	9,145			13,020	

Project Title: PV096 42nd Ave N (Xerxes to Lyndale Ave N)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		2,301	1,150			3,451
Construction Costs		1,389	7,559			8,949
General Overhead		185	435			620
Total		3,875	9,145			13,020

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

The following Comprehensive Plan goals and policies also pertain to this project:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: PV096 42nd Ave N (Xerxes to Lyndale Ave N)

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the Bicycle Master Plan describes the corridor as a candidate for bike lanes. Established bike lanes exist along both sides of 42nd Ave N. extending from Lyndale Avenue North to Xerxes Avenue North.

Is the proposed project on an existing or planned 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, portions of this corridor are a transit route used by Metro Transit Route 19. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project. The transit stops will be updated to meet current ADA standards.

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

Yes, enhancing the existing bike lanes and improving sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The transit stops will be updated to meet current ADA standards.

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

Yes, the actual right-of-way of 42nd Avenue North from Xerxes Avenue North to Lyndale Avenue North is 60 feet wide. The distance from back-of-sidewalk to back-of-sidewalk, also known as the effective right-of-way, is 55 feet wide for most of the length of the project (Xerxes Avenue North to Aldrich Avenue North) with the sidewalk adjoining the back of curb and no established boulevards. The area along the project corridor is residential and abutting properties are predominantly single family homes. Grades and encroachments typically limit utilization of the entire legal right-of-way. Information from the topographic survey and public input might factor into the decision to keep or move the sidewalks at/from their existing alignments.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2018

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.5 miles, the estimated annual cost to maintain this roadway is \$15,000.

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

Not Applicable

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

A mill and overlay may be needed in about 20 years. Regular sealcoating and/or crack sealing will also be needed to fully realize the useful life of the project.

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:

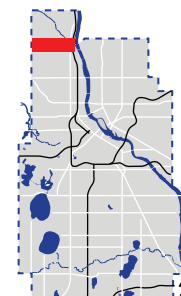
Public works anticipates beginning preliminary design and public involvement in 2016 or earlier, completing a design in 2017 and reconstruction in 2018 and 2019.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a two year construction project. Spreading the construction over more than two years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and enhances the city's tax base.



Project Title: PV097 18th Ave NE Trail Gap

Project Location: 6th St. NE to Washington St. NE

City Sector: East

Project Start Date: 4/16/18

Submitting Department: Public Works

Contact Person: Jack Yuzna

Level of Need: Significant

Affected Wards: 1

Affected Neighborhood(s): Logan Park

Estimated Project Completion Date: 12/3/18

Department Priority: 33 of 52

Contact Phone Number: (612) 673-2415

Project Description:

This project entails the addition of a new protected bicycle facility between 6th Street NE and Washington Street NE along 18th Avenue NE. This segment was postponed when the 18th Avenue NE multi-use trail was built between Marshall Street and Monroe Avenue to allow for more time to work with adjacent property owners to secure the necessary right-of-way for this project.

Purpose and Justification:

This project addresses a gap that exists in the bicycle system. Per the Minneapolis Bicycle Master Plan, the 18th Avenue Trail connects the Mississippi River to the NE Diagonal Trail. The 18th Avenue NE trail is the primary east/west trail connection through Northeast Minneapolis.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds			665				665	
Total			665				665	

Project Title: PV097 18th Ave NE Trail Gap

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		198				198
Construction Costs		435				435
General Overhead		32				32
Total		665				665

Have Grants for this Project been secured? ☐

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

No grants have been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both maintains existing infrastructure and contributes to a robust bicycle network, furthering the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
 - o High-quality and convenient transportation options connect every corner of the city.
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
 - o All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Great Places: Natural and built spaces work together and our environment is protected
 - o We manage and improve the city's infrastructure for current and future needs.
 - o Iconic, inviting streets, spaces and buildings create a sense of place.
 - o We welcome our growing and diversifying population with thoughtful planning and design.

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

Building a robust bicycle network is supported by policies in the City of Minneapolis Comprehensive Plan related to creating sustainable, livable, and healthy communities, as well as creating an asset that attracts residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Transportation Policy: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

- 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.
- 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
- 2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.
- 2.2.6: Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.
- 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.
- 2.3.1: Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.
- 2.3.6: Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks,

Project Title: PV097 18th Ave NE Trail Gap

and the river, and commercial areas, such as shopping centers.

2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on and off street primary bicycle corridors.

5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1: Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3: Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of the Minneapolis Plan.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Above the Falls Master Plan Update, adopted by the City Council June 14th, 2013, acknowledges the importance of 18th Avenue NE as a critical connection for cyclists between the neighborhoods and the Mississippi Riverfront.

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

This project is a high priority for Northeast Minneapolis and has been requested by the Ward 1 Council Office. The project is supported by the community and the trail element has regional support.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this corridor is shown in the plan as an off-street trail.

Is the proposed project on an existing or planned 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.

This project will provide accommodations for both walkers and bicyclists.

Is the right-of-way constrained 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 and property will need to be acquired.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2018

What is the estimated annual operating cost increase or (decrease) for this project? 600

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

Trail maintenance has been determined to cost \$2 per linear foot, this project is approximately 300 feet in length so the estimated operating cost is \$600 annually.

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

Increased costs will need to be absorbed into the existing 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:

Once the trail segment is complete very little maintenance will be required for the first few years. Regular seal coats and crack sealing may be needed in 10-15 years.

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

Not Applicable

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

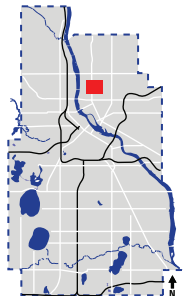
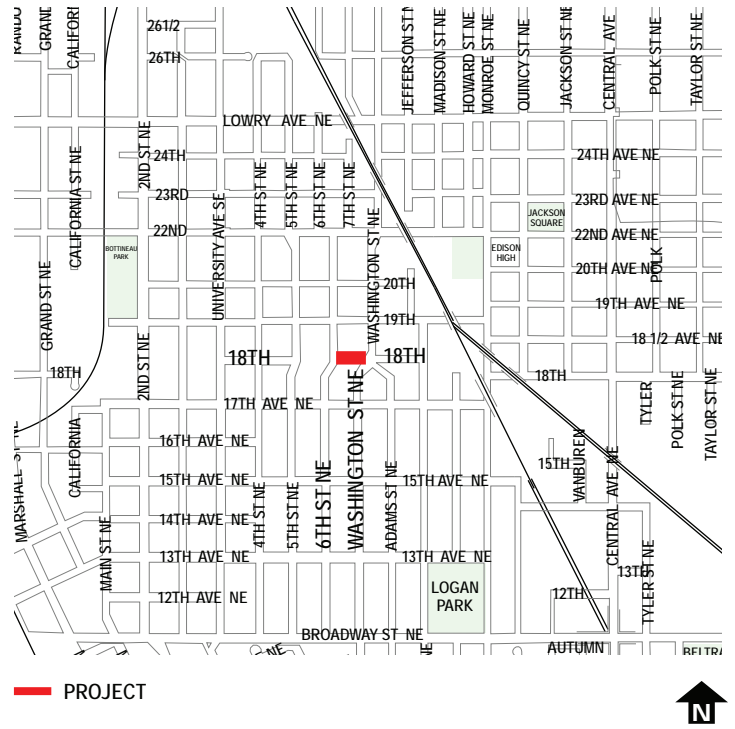
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season and it is recommended that the project funding be programmed for one year.

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

This project will help make a seamless multi-use trail connection across NE Minneapolis from Stinson Blvd to Marshall Street NE.



Capital Budget Request

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)

Project Location: 28th St. E. to 32nd St E.

City Sector: South

Project Start Date: 4/16/18

Submitting Department: Public Works

Contact Person: Donald Pflaum

Level of Need: Important

Affected Wards: 9

Affected Neighborhood(s): Longfellow

Estimated Project Completion Date: 12/3/18

Department Priority: 31 of 52

Contact Phone Number: (612) 673-2129

Project Description:

This project involves the construction of new multi-use trail along the east side of Hiawatha Avenue between East 28th Street and East 32nd Street, which is approximately a half mile in length. The facility will be 10 feet wide and will be located on MnDOT right-of-way.

Purpose and Justification:

In 1999, Hiawatha Avenue was constructed with a 12 foot wide concrete trail on the west side of the corridor. In 2004, the light rail project reduced the width of this trail significantly to a standard sidewalk width between 28th Street and 32nd Street, creating a trail gap. There is no facility on the east side of Hiawatha Avenue between 28th Street and Lake Street. There is an irregular width sidewalk on the east side of Hiawatha Avenue between Lake Street and East 32nd Street. This project would restore the bicycling connection that once existed and provide a safe place for pedestrians.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds			1,195				1,195	
Total			1,195				1,195	

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		283				283
Construction Costs		855				855
General Overhead		57				57
Total		1,195				1,195

Have Grants for this Project been secured? ☐

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

No grants have been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both maintains existing infrastructure and contributes to a robust bicycle network, furthering the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- o High-quality and convenient transportation options connect every corner of the city.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- o All people have access to quality essentials, such as housing, education, food, child care and transportation.

Great Places: Natural and built spaces work together and our environment is protected

- o We manage and improve the city's infrastructure for current and future needs.

- o Iconic, inviting streets, spaces and buildings create a sense of place.

- o We welcome our growing and diversifying population with thoughtful planning and design.

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

Building a robust bicycle network is supported by policies in the City of Minneapolis Comprehensive Plan related to creating sustainable, livable, and healthy communities, as well as creating an asset that attracts residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Transportation Policy: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the city's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6: Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1: Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6: Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks,

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)

and the river, and commercial areas, such as shopping centers.

2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on and off street primary bicycle corridors.

5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1: Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.3: Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of the Minneapolis Plan.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

This project has been coordinated with Hennepin County, Metro Transit, and MnDOT. A linear corridor has been preserved for this trail.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this corridor is shown in the plan as having an off-street facility.

Is the proposed project on an existing or planned 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 project will provide better connectivity to Lake Street and the Blue Line LRT station at Lake Street.

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

Yes, this project will provide accommodations for both people that walk and bike.

Is the right-of-way constrained 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, adequate right-of-way has been preserved by MnDOT for the trail.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? 5,280

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs,

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)
--

materials, contracts, energy savings, etc:

Trail maintenance has been determined to cost \$2 per linear foot. This project is a half mile in length so the estimated cost is \$5,280 per year.

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

If funded, the new infrastructure costs will need to be funded with existing operations funding.

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

A sealcoat and/or a crack seal may be needed in 10-15 years.

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

Not Applicable

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

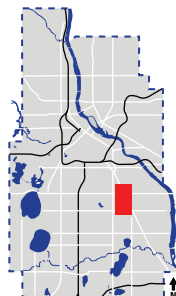
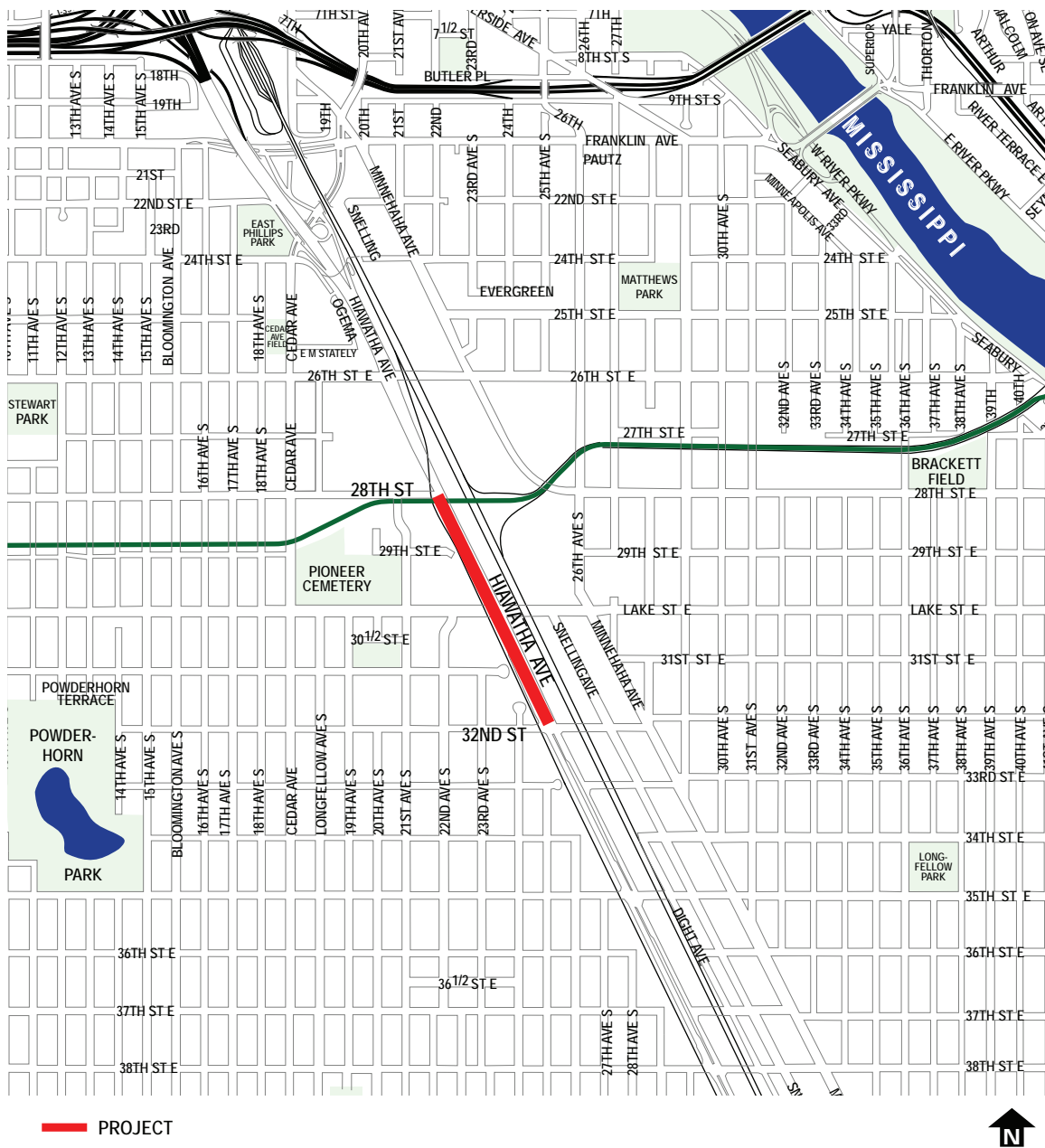
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season, so it is recommended that the funding stay in the 2018 program year.

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

Completing this gap would make it lot easier to get around by biking or walking in this area. The project directly connects to the Midtown Greenway, to Lake Street and to the Hiawatha Trail.



Capital Budget Request

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

Project Location: 5th St S from 11th Ave S to 15th Ave S

City Sector: Multiple

Project Start Date: 8/1/16

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/17/17

Department Priority: 26 of 52

Contact Phone Number: 612 673-3884

Project Description:

The proposed project is the reconnection of 5th Street South as a local street and multi-modal connection between 11th Avenue South and 15th Avenue South, a distance of approximately 0.75 miles. The section from 11th to 13th Avenues will require reconditioning and some reconfiguration but will not be fully reconstructed. The existing bridge over I-35W will require some modifications to the deck and barriers. The segment of 5th Street from the east end of the bridge to the connection with 15th Avenue will be a complete reconstruction. The project will also include an enhanced pedestrian walkway and a protected bikeway on the north side of the street.

Purpose and Justification:

The City received a funding award from MnDOT for construction of a new exit ramp from westbound I-94 into downtown via 7th Street in MnDOT's Transportation for Economic Development (TED) program. As part of the City's application to MnDOT, the reconnection of 5th Street was proposed as a local connection between downtown and the Cedar-Riverside neighborhood. Previous City planning documents, specifically the Cedar-Riverside Small Area Plan, have recommended making improved connections between the neighborhood and the surrounding communities across the interstate freeways that have isolated the area. The new ramp to 7th Street is scheduled to be open by August 1, 2016 with construction of the 5th Street Reconnection commencing after that.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		1,500					1,500	
Total		1,500					1,500	

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	1,429					1,429
General Overhead	71					71
Total	1,500					1,500

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

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

Describe the economic development impact of the project:

Reconnecting already growing areas in Downtown and Cedar Riverside will further support development opportunities in both communities.

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

The project creates the potential for additional developable property on both the Downtown and Cedar Riverside ends of the bridge. Without this project, the land would not likely be available. Additionally enhancing the connection for motorists, pedestrians, and bicyclists will offer support for current redevelopment efforts, and envisioned future development on both ends of the bridge.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Cedar Riverside Small Area Plan identifies as a top priority reconnecting the neighborhood with other areas of the city through enhancement of existing infrastructure and the addition of new infrastructure. This connection achieves the goal of reweaving the neighborhood, correcting and reconnecting the street grid which was severed during the interstate freeway expansion of the 1960s and 1970s.

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this section of 5th Street is identified in the Protected Bikeway Update to the Minneapolis Bicycle Master Plan as Tier 2 "Protected Bikeway Implementation" opportunity.

Is the proposed project on an existing or planned 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 this section of 5th Street and it is not currently a high volume pedestrian corridor. The multi-modal reconnection of 5th Street will likely result in significantly increased numbers of pedestrians and bicycles using this connection. Additionally, Metro Transit is interested in using this section of 5th Street to provide service to the Cedar-Riverside

Project Title: PV102 5th St S Reconnection (11th Ave S to 15th Ave S)

Blue Line LRT Station for temporary bus bridging during planned or emergency closures of the LRT.

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

Yes, an enhanced pedestrian walkway and protected, behind the curb, bikeway will be components of this multi-modal connection.

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

The right-of-way is somewhat constrained on the portion of the project west of the bridge over I-35W and the bridge itself is a constraint. The bridge cannot be widened without substantial investment. From the east end of the bridge to 15th Avenue, there is sufficient right-of-way for all modes as well as providing additional space for other uses including, potentially, landscaping and public art opportunities.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2018

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

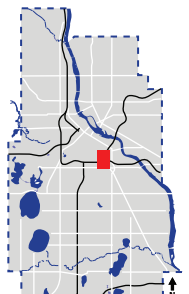
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project could likely be constructed over one or two years.

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



PROJECT



Project Title: PV103 61st St W (Lyndale Ave S to Nicollet Ave S)
Project Location: Lyndale Ave S to Nicollet Ave S

City Sector: Southwest

Project Start Date: 4/15/19

Submitting Department: Public Works

Contact Person: Beverly Warmka

Level of Need: Significant

Affected Wards: 13

Affected Neighborhood(s): Windom

Estimated Project Completion Date: 12/2/19

Department Priority: 42 of 52

Contact Phone Number: (612) 673-3762

Project Description:

The proposed project is a complete reconstruction of 61st St W from Nicollet Ave to Lyndale Ave S. 61st St W is a Municipal State Aid (MSA) Route with an Average Daily Traffic of 4,100 vehicles per day (2011 traffic count). This segment is approximately 0.5 miles long with 2 travel lanes and 2 parking lanes. Reconstruction of this roadway includes the complete removal and replacement of the driving surface and curb and gutter. This is a heavy commercial roadway.

Purpose and Justification:

The existing asphalt over a concrete base pavement was constructed in 1962 and is rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 36 in 2013. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year. The concrete base in this segment of road has severely deteriorated joints which have failed requiring extraordinary patching to maintain a safe driving surface.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid				0	2,385		2,385	
Net Debt Bonds					130	170	300	
Special Assessments				0	1,525		1,525	
Stormwater Revenue				0	225		225	
Total				0	4,265	170	4,435	

Project Title: PV103 61st St W (Lyndale Ave S to Nicollet Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				1,191		1,191
Construction Costs				2,871	162	3,033
General Overhead				203	8	211
Total				4,265	170	4,435

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: PV103 61st St W (Lyndale Ave S to Nicollet Ave S)

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this project took place in 2014. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

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

No

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

Yes, this project will improve facilities for pedestrians through anticipated sidewalk and pedestrian ramp construction.

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

Yes, the right-of-way is constrained. The existing right-of-way is 50 feet.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2020

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.5 miles, the estimated annual change in operating costs is a net decrease of \$5,000.

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

Not Applicable

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

Not Applicable

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

Not Applicable

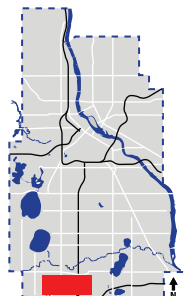
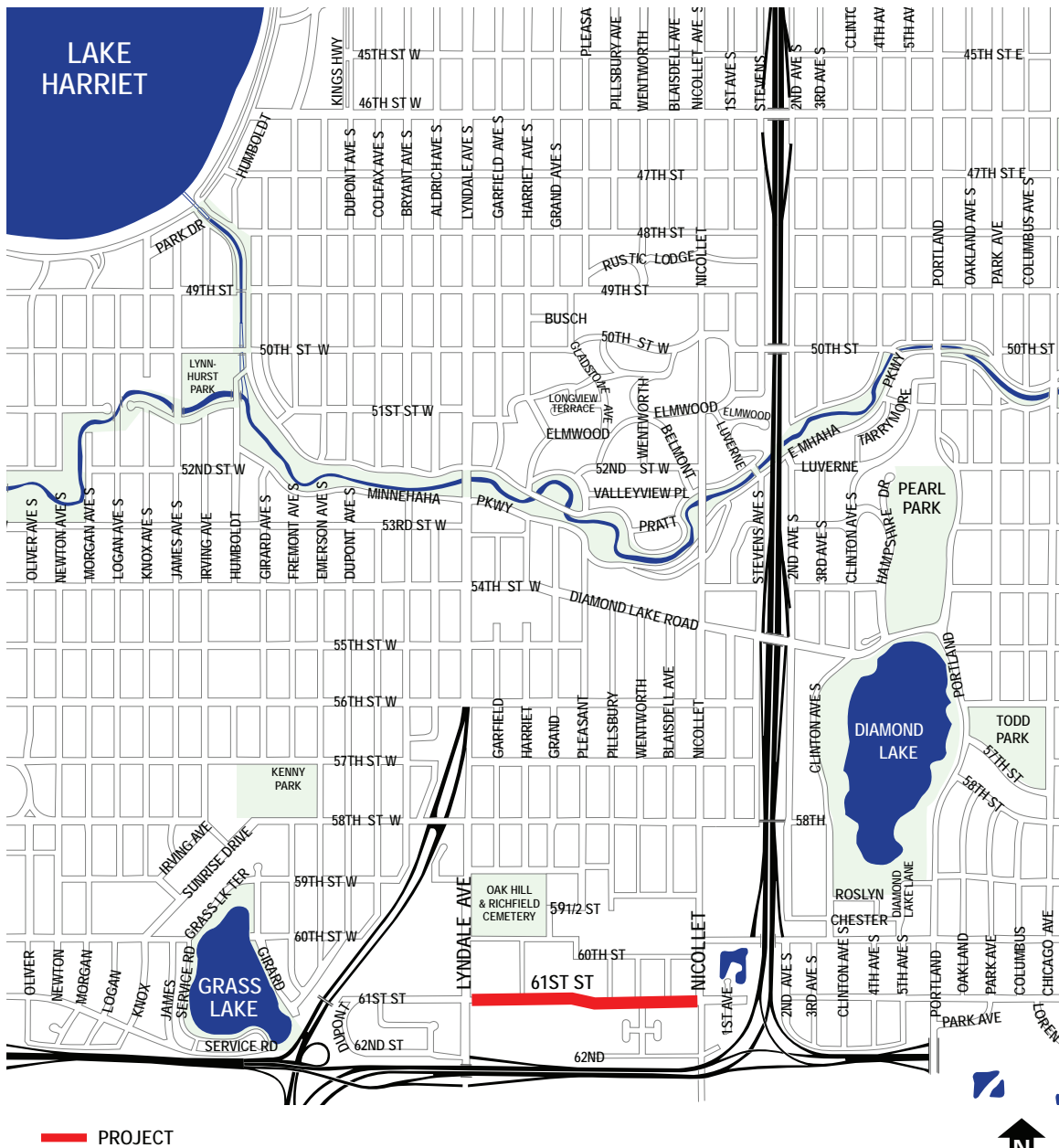
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates beginning preliminary design and public involvement in 2018, completing design in 2019, and reconstructing in 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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



Project Title: PV104 ADA Ramp Replacement Program

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 4/18/17

Submitting Department: Public Works

Contact Person: Bill Fellows

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/1/21

Department Priority: 8 of 52

Contact Phone Number: (612) 673-5661

Project Description:

The City of Minneapolis has nearly 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 up to 200 deficient or non-compliant pedestrian ramps per year as federally mandated. This program is separate from the work programmed within SWK001, which primarily addresses the nearly 2,000 miles of sidewalks in Minneapolis. SWK001 will address deficient or non-compliant sidewalk corners when adjacent to the sidewalk replacement work that program is focused on.

Purpose and Justification:

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity."

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,745	500	500	500	500	500	2,500	500
Total	1,745	500	500	500	500	500	2,500	500

Project Title: PV104 ADA Ramp Replacement Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	451	451	451	451	451	2,256
General Overhead	24	24	24	24	24	119
Total	500	500	500	500	500	2,500

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing pedestrian network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay, and grow here

- Infrastructure, public services, and community assets support businesses and commerce
- We focus on areas of greatest need and seize promising opportunities
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability, and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality, and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle,

Project Title: PV104 ADA Ramp Replacement Program

pedestrian, and transit.

1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

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

Location and Design review was completed on May 9, 2014. The program was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Project Title: PV104 ADA Ramp Replacement Program

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

City of Minneapolis, the Minneapolis Park Board, Hennepin County, and MnDOT all have pedestrian ramp responsibilities within the City of Minneapolis. Public Works is cooperating and assisting with the coordination of these efforts.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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 includes project areas that are within or near transit ways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

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

Yes, this project improves the environment for pedestrians with disabilities.

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

Yes. Minneapolis has many constrained right of ways which will make designing the pedestrian ramps to standard very challenging. There is potential for site specific innovative design options.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

No increase in annual operating 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

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

Project Title: PV104 ADA Ramp Replacement Program
--

Not Applicable

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

Minneapolis completed a self-assessment of all (nearly) 16,000 sidewalk corners summer of 2012. We will identify project areas and any design needs each year for construction during the normal construction season of April thru October until the systematic replacement citywide is accomplished.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility in the funding level; the number of ramps that can be addressed each year is dependent upon the amount of funding per year. Minneapolis must upgrade all non-compliant and/or deficient curb ramps, less funding per year will mean that it will take longer to accomplish this mandate however there is a limit to the amount of work per year that can be reasonably accomplished.

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

Capital Budget Request

Project Title: PV108 Concrete Streets Rehabilitation Program

Project Location: Various locations in the City of Minneapolis

City Sector: Citywide

Project Start Date: 3/1/17

Submitting Department: Public Works

Contact Person: Joe Casey

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/1/21

Department Priority: 6 of 52

Contact Phone Number: (612) 673-2425

Project Description:

The objective of the Concrete Pavement Rehabilitation Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a concrete surface 30 or more years ago. The City of Minneapolis has 155 miles of concrete streets under its jurisdiction. Approximately 82% of these streets were built as part of the residential paving program between 1961 and 1976. Many of these residential paving area streets, and a few MSA and local streets, are now candidates for rehabilitation. Public Works is currently assessing rehabilitation techniques for concrete pavement, and this rehabilitation is expected to include a combination of the following repairs: 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.

Purpose and Justification:

The Concrete Pavement Rehabilitation Program is being proposed to extend the life of existing concrete streets by 20 years, reduce maintenance costs, and postpone the need to reconstruct these streets.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	400	500	500	500	500	500	2,500	500
Special Assessments		110	110	110	110	110	550	110
Total	400	610	610	610	610	610	3,050	610

Capital Budget Request

Project Title: PV108 Concrete Streets Rehabilitation Program

Project Location: Various locations in the City of Minneapolis

City Sector: Citywide

Project Start Date: 3/1/17

Submitting Department: Public Works

Contact Person: Joe Casey

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/1/21

Department Priority: 6 of 52

Contact Phone Number: (612) 673-2425

Project Description:

The objective of the Concrete Pavement Rehabilitation Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a concrete surface 30 or more years ago. The City of Minneapolis has 155 miles of concrete streets under its jurisdiction. Approximately 82% of these streets were built as part of the residential paving program between 1961 and 1976. Many of these residential paving area streets, and a few MSA and local streets, are now candidates for rehabilitation. Public Works is currently assessing rehabilitation techniques for concrete pavement, and this rehabilitation is expected to include a combination of the following repairs: 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.

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Special Assessments		110	110	110	110	110	550	110
Total	400	610	610	610	610	610	3,050	610

Project Title: PV108 Concrete Streets Rehabilitation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	556	556	556	556	556	2,780
General Overhead	29	29	29	29	29	145
Total	610	610	610	610	610	3,050

Have Grants for this Project been secured? ☐

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

Grants or non-city funding sources are not expected for this program.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

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- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Project Title: PV108 Concrete Streets Rehabilitation Program

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and design review for this project took place June 4, 2015. The project was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various concrete street segments, most of which are in residential areas, some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the concrete pavement rehabilitation project (i.e. no moving the curb lines) and funding is available for the added scope of work.

Is the proposed project on an existing or planned 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 concrete street segments, most of which are in residential areas, some of which may be identified as current or future transit ways. Yes

If yes, provide details on how the project will improve the transit and/or pedestrian experience. Public Works has recently completed a self-assessment of ADA curb ramps which can be used to 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 scope of this program is for concrete street rehabilitation, however Public Works is currently investigating funding opportunities for addressing its deficient pedestrian curb ramps and including some of that work in this program is an option. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Capital Budget Request

Project Title: PV108 Concrete Streets Rehabilitation Program

Project Location: Various locations in the City of Minneapolis

City Sector: Citywide

Project Start Date: 3/1/17

Submitting Department: Public Works

Contact Person: Joe Casey

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/1/21

Department Priority: 6 of 52

Contact Phone Number: (612) 673-2425

Project Description:

The objective of the Concrete Pavement Rehabilitation Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a concrete surface 30 or more years ago. The City of Minneapolis has 155 miles of concrete streets under its jurisdiction. Approximately 82% of these streets were built as part of the residential paving program between 1961 and 1976. Many of these residential paving area streets, and a few MSA and local streets, are now candidates for rehabilitation. Public Works is currently assessing rehabilitation techniques for concrete pavement, and this rehabilitation is expected to include a combination of the following repairs: 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.

Purpose and Justification:

The Concrete Pavement Rehabilitation Program is being proposed to extend the life of existing concrete streets by 20 years, reduce maintenance costs, and postpone the need to reconstruct these streets.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
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Capital Budget Request

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Project Location: Various locations in the City of Minneapolis

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Project Title: PV108 Concrete Streets Rehabilitation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
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Have Grants for this Project been secured? ☐

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

Grants or non-city funding sources are not expected for this program.

Primary City Goal(s) supported:

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- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

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Project Title: PV108 Concrete Streets Rehabilitation Program

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

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5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and design review for this project took place June 4, 2015. The project was found consistent with the comprehensive plan by the City Planning Commission. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various concrete street segments, most of which are in residential areas, some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the concrete pavement rehabilitation project (i.e. no moving the curb lines) and funding is available for the added scope of work.

Is the proposed project on an existing or planned 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 concrete street segments, most of which are in residential areas, some of which may be identified as current or future transit ways. Yes

If yes, provide details on how the project will improve the transit and/or pedestrian experience. Public Works has recently completed a self-assessment of ADA curb ramps which can be used to 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 scope of this program is for concrete street rehabilitation, however Public Works is currently investigating funding opportunities for addressing its deficient pedestrian curb ramps and including some of that work in this program is an option. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV108 Concrete Streets Rehabilitation Program

is there potential for innovative design options? Provide details

The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$5,000 per mile per year for a residential type of roadway. Given the length of this project at 0.38 miles, the estimated annual cost to maintain this roadway is \$1,900 per year.

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

Not Applicable

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

Not Applicable

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

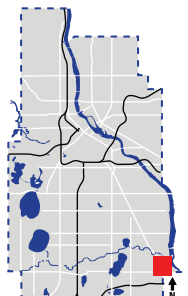
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The number of miles accomplished per year will be based on available funding. Unspent balances will be rolled forward to fund concrete pavement rehabilitation in future years.

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

Project Title: PV111 46th Ave S (46th St S to Godfrey Parkway)

general public to know about this potential project and why it should be approved:



Project Title: PV113 29th St W Phase 2

Project Location: Emerson to Fremont Ave's S and Dupont to Byant Ave's S
City Sector: Southwest
Project Start Date: 4/15/20
Submitting Department: Public Works
Contact Person: Donald Pflaum
Level of Need: Important

Affected Wards: 10
Affected Neighborhood(s): Lowry Hill East
Estimated Project Completion Date: 12/1/20
Department Priority: 43 of 52
Contact Phone Number: (612) 673-2129

Project Description:

This multi-phase project involves the reconstruction of 29th Street W between Emerson Avenue S and Lyndale Avenue S. Phase 1, scheduled for 2016 construction, involves the reconstruction of 29th Street W between Bryant Avenue S and Lyndale Avenue S. Phase 1 was funded through the 2014 and 2015 capital budgets. Phase 2 includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Bryant Avenue S (the segment from Emerson Avenue S to Dupont Avenue S has been vacated). The project will include the construction of a shared-use street. Shared-use streets are low-volume, low-speed streets in which pedestrians are given priority. Parking may be permitted in select areas; however curb and gutter is typically omitted. Shared-use streets are similar to pedestrian plazas and include pavement treatments, plantings, and Americans with Disabilities Act (ADA) accommodations that create an inviting space for pedestrians. Vehicles are permitted, but must travel at slow speeds. There are opportunities for programmed events, but vehicle access to adjacent buildings is maintained.

Purpose and Justification:

29th Street W is a local roadway that is adjacent to several new high-density housing developments and the existing driving surface is in "poor" condition. In Phase 2, the curb is either non-existent or in very poor condition. Sidewalks are only located on the south side of the street. There are several new developments in this area and the population density has increased greatly over the last five years. An emphasis will be placed on improving the pedestrian environment. A community led process was conducted in 2014 and involved three public meetings to determine a shared use street concept (commonly called a "woonerf") should be implemented with an opportunity to have programmed activities. Access to buildings and maintaining parking along the west end of the corridor were also strong public values. The block between Dupont Avenue S and Colfax Avenue S includes a subgrade concrete structure that was once used as a rail portal. This structure is in need of repair. As part of this project, a plan for renovation or replacement will be needed based on stakeholder input. The fence along the north side of the corridor is possibly historical and may need to be addressed. The block between Emerson Avenue S and Dupont Avenue S is privately owned and is not part of this project.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds					2,350		2,350	
Special Assessments					295		295	
Total					2,645		2,645	

Project Title: PV113 29th St W Phase 2

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				300		300
Construction Costs				2,219		2,219
General Overhead				126		126
Total				2,645		2,645

Have Grants for this Project been secured? ☐

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

No grants have been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

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Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Project Title: PV113 29th St W Phase 2

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design was completed on June 4, 2015 for this project.

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

Describe the economic development impact of the project:

Significant redevelopment adjacent to the project site has already occurred over the past 10 years, but additional opportunities remain. Implementing this project will enhance the development potential of adjacent sites.

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

Redevelopment immediately adjacent to the site is likely to occur in the near term. Completing this project will make it easier for residents of redeveloped properties to travel on foot or by bicycle to business establishments along Lake Street and Lyndale Avenues.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Continued work on 29th Street W is supported by recommendations and policies found in the Midtown Greenway Land Use Plan (2007), Uptown Small Area Plan (2008), and the Lyn-Lake Small Area Plan (2009). All of these documents call for an enhanced pedestrian realm on 29th Street that serves to support high density residential redevelopment as well as natural surveillance of the Midtown Greenway.

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

This project will need to be coordinated with adjacent property owners. Adjacent property owners will need to pay the capital and maintenance costs for enhancements.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

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

Project Title: PV113 29th St W Phase 2

Yes, the project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor.

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

This project will include much better accommodations for pedestrians, providing direct pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

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

Yes, there is only a 40 foot wide right-way for this corridor. Some community engagement has occurred and there is consensus within the community that pedestrians need to be given priority along this corridor.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2020

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$5,000 per mile per year for a residential type of roadway. Given the length of this project at 0.23 miles, the estimated annual cost to maintain this roadway is \$1,150 per year.

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

Enhancements will need to be funded by adjacent property owners.

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

Some concrete joint repair may be needed in 20-30 years.

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

Not Applicable

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

Not Applicable

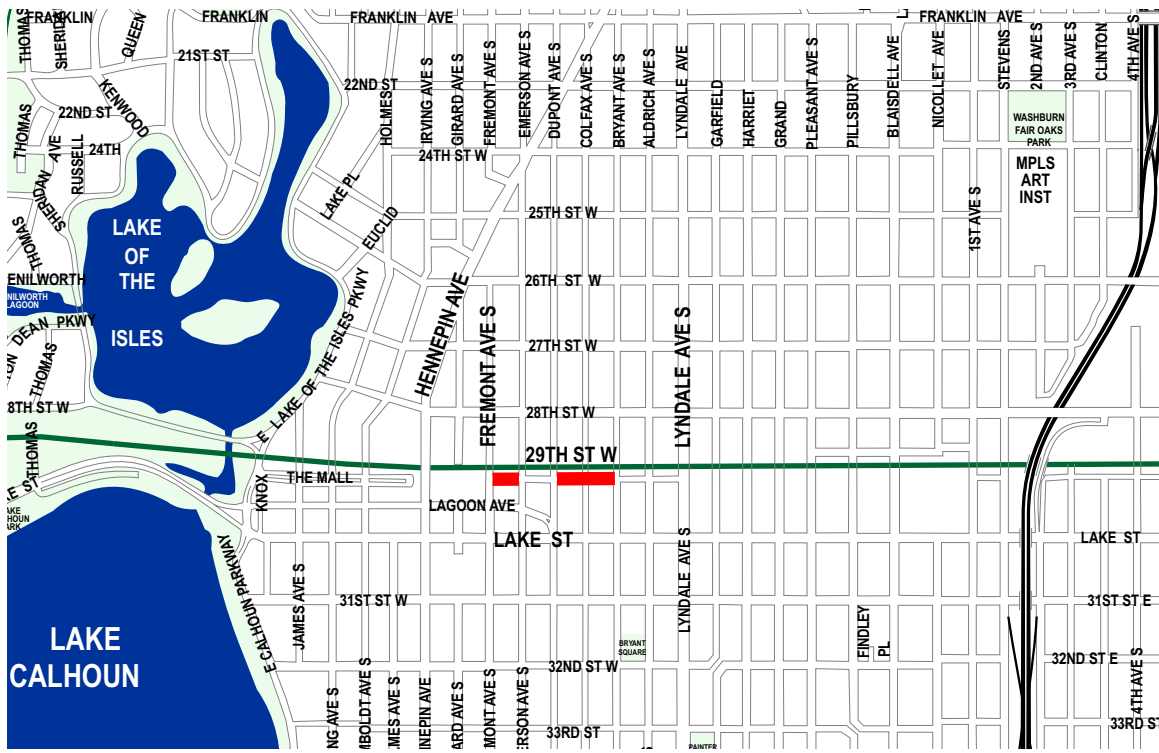
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season, so it is recommended that the funding stay in the 2020 program year.

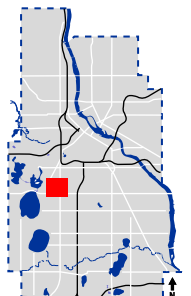
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:


The land uses have changed significantly over the last 5 years, transitioning from industrial to residential. The existing infrastructure is in very poor condition and beyond repair, thus reconstruction is warranted. There has also been a lot of community engagement to date on this project and there seems to be consensus on improving the pedestrian environment.

Phase 1 was funded in the 2014 and 2015 budget (\$700,000). Phase 2 is recommended for funding in 2020 with a project cost of \$2,350,000.



PROJECT



	<p>29th Street West - Phase 2 Fremont to Emerson, Dupont to Bryant</p> <p>Contact: Don Pflaum 612-673-2129</p>	<p>Proposed: 2020</p>	<p>PV113</p>
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Project Title: PV114 U of M Protected Bikeways

Project Location: 18th Ave SE at Hennepin Ave to 20th Ave S/Cedar Ave S intersection node at East Franklin Ave

City Sector: East

Project Start Date: 6/4/19

Submitting Department: Public Works

Contact Person: Simon Blenski

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion

Date: 8/31/19

Department Priority: 36 of 52

Contact Phone Number: (612) 673-5012

Project Description:

The 2.6 mile long project will convert existing on-street bike lanes to a protected bikeway corridor for two major segments through the University of Minnesota area. The northern corridor segment will connect the U of M to the NE Diagonal Trail along 15th Ave SE, Rollins Ave and 18th Ave SE. 15th Ave SE is a B-Minor Arterial roadway with 11,500 vehicles per day and will be a protected bikeway. A protected bikeway will be provided on Rollins Ave, with a new connection to 16th Ave established at an existing roadway diverter. The bikeway will be a bike boulevard design along the residential local street portion of Rollins Ave and 18th Ave. At Como Ave, 18th Ave becomes a collector roadway with 5,300 vehicles per day. This 2-block segment will be designed as a protected bikeway, bike lane or shared lane (parking removal is required for a protected bikeway and requires further investigation). Existing bicycle demand along 15th Ave SE, north of University Ave is 4,300 bicycles per day.

The southern corridor segment connects the U of M campus and Dinkytown to S. Minneapolis. The protected bikeway limits are Franklin Ave E to 5th St SE along 10th Ave SE, 19th Ave S, and 20th Ave S. 10th Ave SE and 19th Ave S are A-Minor reliever corridors with approximately 10,000 vehicles per day on the bridge and 7,800 vehicles per day between Washington Ave and Riverside Ave. 20th Ave S is a B-Minor arterial roadway with 4,800 vehicles per day. Existing bicycle demand in this corridor ranges between 750 and 1,040 bicycles per day.

Purpose and Justification:

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway. However, protected bikeways may also be located on-street and separated from traffic lanes through a buffer area and flexible traffic posts, median or other barrier. Protected bikeways have the potential to improve safety over a standard bike lane. The bicycle demand around the U of M is high, but there are few low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets to provide the necessary connections. Not everyone feels comfortable and safe riding on a busy street, even with a bike lane. The proposed protected bikeways serve these important connections and will be designed to be comfortable for all bicycle rider types.

The project will evaluate and identify important intersection treatments to improve safety and reduce conflicts. Items that will be considered during the design process include conflict zone lane markings, right turn mixing zone treatments, two stage left turn boxes, traffic signal phasing and durable crosswalk markings. A high use transit stop exists at the 15th Ave SE/4th St SE intersection. Options to reduce and separate the bicycle/transit stop conflicts (such as developing a transit stop island) will be evaluated and included in the project if feasible.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				955			955	
Net Debt Bonds				895			895	
Total				1,850			1,850	

Project Title: PV114 U of M Protected Bikeways

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			355			355
Construction Costs			1,407			1,407
General Overhead			88			88
Total			1,850			1,850

Have Grants for this Project been secured? ☐

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

No grants have been secured at this time, however it is likely that a federal grant will be awarded for this project.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project both maintains existing infrastructure and contributes to a robust bicycle network, furthering the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Building a robust bicycle network is supported by policies in the City of Minneapolis Comprehensive Plan related to creating sustainable, livable, and healthy communities, as well as creating an asset that attracts residents, workers, and economic investment to the City.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

Policy 2.5.1: Complete a network of on and off street primary bicycle corridors.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Policy 5.4.1: Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

Project Title: PV114 U of M Protected Bikeways

infrastructure.

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

This project will be taken to the Planning Commission for Location and Design Review in 2015.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Stadium Village University Avenue Station Area Plan (2012) calls for bicycle facility improvements on a number of corridors in the project area, emphasizing the need to minimize conflict between pedestrians, cyclists, and motorists.

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

There is coordination between the City of Minneapolis, Hennepin County, and MnDOT on this project.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this corridor is shown in the plan as having on-street protected bike lanes for most of the route and signed bike routes for a small portion.

Is the proposed project on an existing or planned 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 are several bus routes with direct connections to this project and many more routes within half a mile of the project. Dedicated bicycle facilities decrease the volume of sidewalk riding, thereby improving the experience of transit users and pedestrians.

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

Yes, this project will establish protected bikeways through areas of the city with high bicycling demand.

Is the right-of-way constrained 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, certain corridors are limited for space and innovative design may be needed.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 25

Year that Operating Incr/(Decr) will take effect? 2019

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

Public Works is still assessing the costs of maintenance for protected bikeways. To date, we have limited experience with protected bikeway maintenance costs as follows: 0.4 miles of trails at \$10,560/centerline mile; 3.7 miles of two-way protected bike lanes on one side of the street at \$52,800/centerline mile, 5.3 miles of one-way protected bike lanes in each direction of

Project Title: PV114 U of M Protected Bikeways

travel on two-way streets at \$68,640/centerline mile, and 16.2 miles of one-way protected bike lanes in one direction of travel on one-way streets at \$34,320/mile. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

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

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations. As more protected bikeway projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

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

Not Applicable

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:

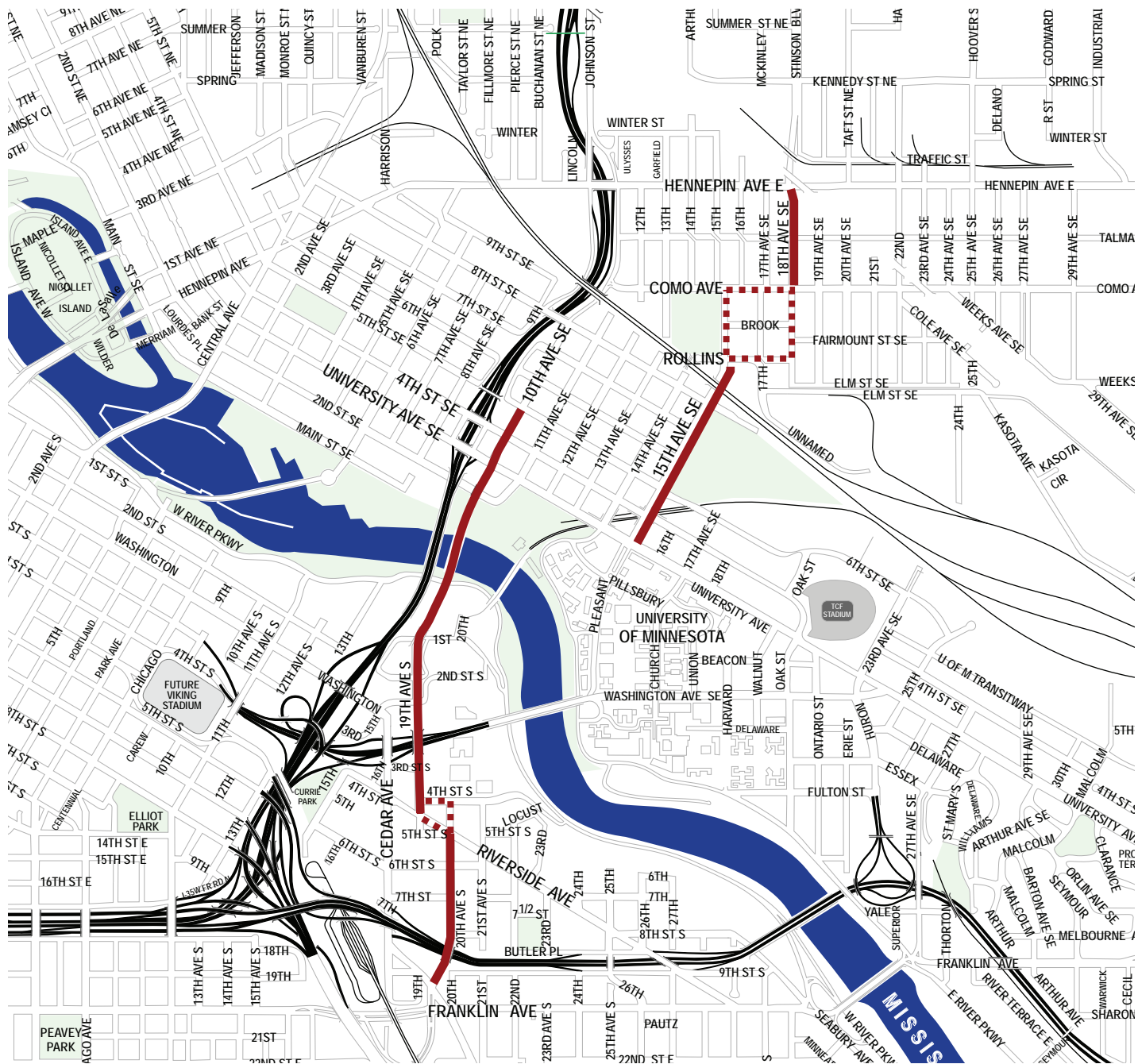
Not Applicable

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:

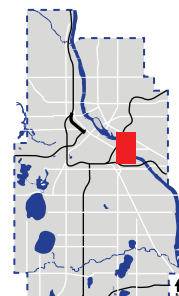
Yes, it is likely that federal funding will be secured for this project, which will require the project to be constructed in the program year listed.

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

This project will provide a very comfortable and convenient connection for University of Minnesota and surrounding neighborhoods.



- PROJECT
- - - ALTERNATE



Project Title: PV115 Emerson & Fremont Aves N Pedestrian Enhancements

Project Location: Plymouth Ave to 44th Ave N

City Sector: North

Project Start Date: 4/15/19

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 4/15/19

Department Priority: 39 of 46

Contact Phone Number: (612) 673-3884

Project Description:

This proposed project will implement a variety of pedestrian improvements on Emerson Avenue N between Plymouth Avenue N and 33rd Avenue N, and on Fremont Avenue N between Plymouth Avenue N and 44th Avenue N. These segments of Emerson and Fremont Avenues are components of the planned D-Line Arterial Bus Rapid Transit (ABRT) service to be implemented by Metro Transit. Pedestrian improvement locations were selected to address intersections not currently identified as future ABRT stops, which will require different design considerations due to the new ABRT stations.

The proposed pedestrian improvements would include curb extensions at 20 intersections, ADA-compliant pedestrian ramps at 64 corners, durable crosswalk markings at all signalized intersections, audible pedestrian countdown timers at three signalized intersections, and pedestrian crossing medians at four locations, three of which are identified as neighborhood Walking Routes for Youth.

The project will move the existing striped bicycle lanes along Emerson and Fremont Avenues (between Plymouth Avenue N and 33rd Avenue N) to the opposite side of the street as protected bicycle lanes to offer access to bus stops and preserve bicycle lane function with ABRT construction and operation. The protected bicycle lanes would include bicycle lane striping, and wherever possible, a striped buffer space with flexible delineators.

Purpose and Justification:

The proposed project will improve the quality and accessibility of multimodal facilities for people walking and bicycling in the project area. Average daily traffic (ADT) volumes along Emerson Avenue N range from 2,700 (Lowry/33rd) to 4,300 (18th/Broadway), while ADTs along Fremont Avenue N range from 3,500 (29th/30th) to 5,600 (33rd/34th). On roads with traffic volumes exceeding an ADT of 3,000, unsignalized intersections constitute pedestrian system gaps. On Emerson Avenue N only 6 of 18 intersections are signalized, compared to 9 of 29 intersections along Fremont Avenue N.

Twenty-five crashes involving pedestrians occurred in the project area between 2010 and 2013. Curb extensions and crossing medians reduce crossing distance and time, increase pedestrian visibility, and calm traffic. The majority of pedestrian ramps are obsolete and not currently ADA-compliant, directing wheelchair-users and other users diagonally into intersections rather than directly across the street. The pedestrian improvements identified in this project would increase the overall number and frequency of ADA-compliant crossings.

Existing bicycle lanes are adjacent to high-frequency bus lines on both Emerson Avenue N and Fremont Avenue N between Plymouth Avenue N to 26th Avenue N. Under the current configuration buses pull out into existing bicycle lanes when picking up or dropping off passengers. The planned ABRT line will increase the potential for bus-bicycle conflicts if the identified improvements are not constructed. Moving the bicycle lane away from the transit stops and implementing a protected bicycle lane with a buffer space and vertical, flexible delineators will increase the bikeway's accessibility and safety.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				1,000			1,000	
Net Debt Bonds				1,765			1,765	
Total				2,765			2,765	

Project Title: PV115 Emerson & Fremont Aves N Pedestrian Enhancements**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			527			527
Construction Costs			2,106			2,106
General Overhead			132			132
Total			2,765			2,765

Have Grants for this Project been secured? ☒

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

This project was awarded funding through the Metropolitan Council's 2014 Regional Solicitation for federal transportation .

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment, and recreational opportunities.
- The city grows with density done well.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Racial inequities (including in housing, education, income and health) are addressed and eliminated.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care, and transportation.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.
- Strategies with our City and regional partners are aligned, leading to economic success.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste, and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces, and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

A City that works: City government runs well and connects to the community it serves

- Decisions bring City values to life and put City goals into action.
- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

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

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City.

Project Title: PV115 Emerson & Fremont Aves N Pedestrian Enhancements

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

Minneapolis Pedestrian Master Plan (2009)

Goal 2: Accessibility for all pedestrians.

Objective 2.1: Identify and remove accessibility barriers on pedestrian facilities.

Objective 2.2: Improve and institutionalize best design practices for accessibility.

Goal 3: Safe Streets & Crossings.

Objective 3.1: Reduce pedestrian-related crashes.

Objective 3.2: Promote safe behavior for drivers, bicyclists, and pedestrians.

Objective 3.3: Improve pedestrian safety for the most vulnerable users.

Objective 3.4: Improve traffic signals for pedestrians.

Objective 3.5: Improve crosswalk markings.

Goal 7: Funding, Tools, and Leadership for Implementing Pedestrian Improvements.

Objective 7.1: Implement best practices for pedestrian facility design.

Minneapolis Bicycle Master Plan (2011):

5.1.2 Adding a variety of on-street and off-street routes in a reasonably spaced grid will help attract bicyclists of all ages and abilities. Projects that close gaps, remove barriers, or complete networks should be given priority.

Minneapolis Climate Action Plan (2013):

pp. 26, Active Transportation: 1. Achieve City's adopted targets for bicycle mode share and bicycle counts and adopt a stretch goal of 15 percent for 2025. 3. Construct 30 miles of on-street, protected facilities (cycle tracks) by 2020 to allow safe and efficient

Project Title: PV115 Emerson & Fremont Aves N Pedestrian Enhancements

travel for all types of cyclists.

pp. 27, Active Transportation: 5. Increase walking as a percentage of trips.

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

Location and design review will be completed in 2016.

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

Describe the economic development impact of the project:

Enhancing pedestrian, bicycle, and transit infrastructure along Emerson and Fremont Avenues is anticipated to support potential redevelopment at both West Broadway and Lowry Avenues. Additionally, the implementation of Arterial Bus Rapid Transit in the corridor will more efficiently connect adjacent neighborhoods to employment centers in Minneapolis and the region, making adjacent property desirable to existing and new residents.

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

Redevelopment on properties adjacent to this project is less likely if reconstruction does not move forward.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Lowry Avenue Strategic Plan (2010) and the West Broadway Alive! Plan (2008) both acknowledge the importance of Emerson and Fremont Avenues as transit, bicycle, and pedestrian corridors in North Minneapolis. Redevelopment potential is envisioned in each plan at the West Broadway and Lowry Avenue intersections.

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 Metro Transit and others to further develop the concept of pedestrian improvements and a protected bikeway on Emerson Avenue North and Fremont Avenue North that is consistent with plans to implement the D-Line ABRT service.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the existing bicycle lanes are consistent with the current Bicycle Master Plan. The proposed project to upgrade this facility to protected bicycle lanes is also consistent with the Protected Bikeways update to the City's Bicycle Master Plan. Emerson and Fremont Avenues are designated as planned protected bikeways along these segments.

Is the proposed project on an existing or planned 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, these corridors are on existing high volume transit and pedestrian corridors, as well as Metro Transit's planned D-Line ABRT. This project will improve the experience for both pedestrians and transit users by providing more pleasant and comfortable crossings and sidewalk environment.

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

Yes, the pedestrian realm will be significantly enhanced with greening, audible pedestrian countdown timers, durable crosswalk markings, curb extensions, crossing medians, and accessible pedestrian ramps. Enhanced transit facilities and amenities may also be implemented on these streets as part of a separate initiative.

Is the right-of-way constrained 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, there is limited right-of-way, but allocation of that space among the various modes of travel should be achievable in such a way that maximizes safety and efficiency across all modes. Innovative design options included as part of this project's design are curb extensions, pedestrian crossing medians, and protected bicycle lanes.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

Project Title: PV115 Emerson & Fremont Aves N Pedestrian Enhancements
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What is the expected useful life of the project/Improvement? 25

Year that Operating Incr/(Decr) will take effect? 2019

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

\$1,000 is based on historical information from street maintenance for an improvement of this type.

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

Maintenance will need to be absorbed in the current street 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:

Regular maintenance will be required to realize the full life expectancy of the improvements.

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

Not Applicable

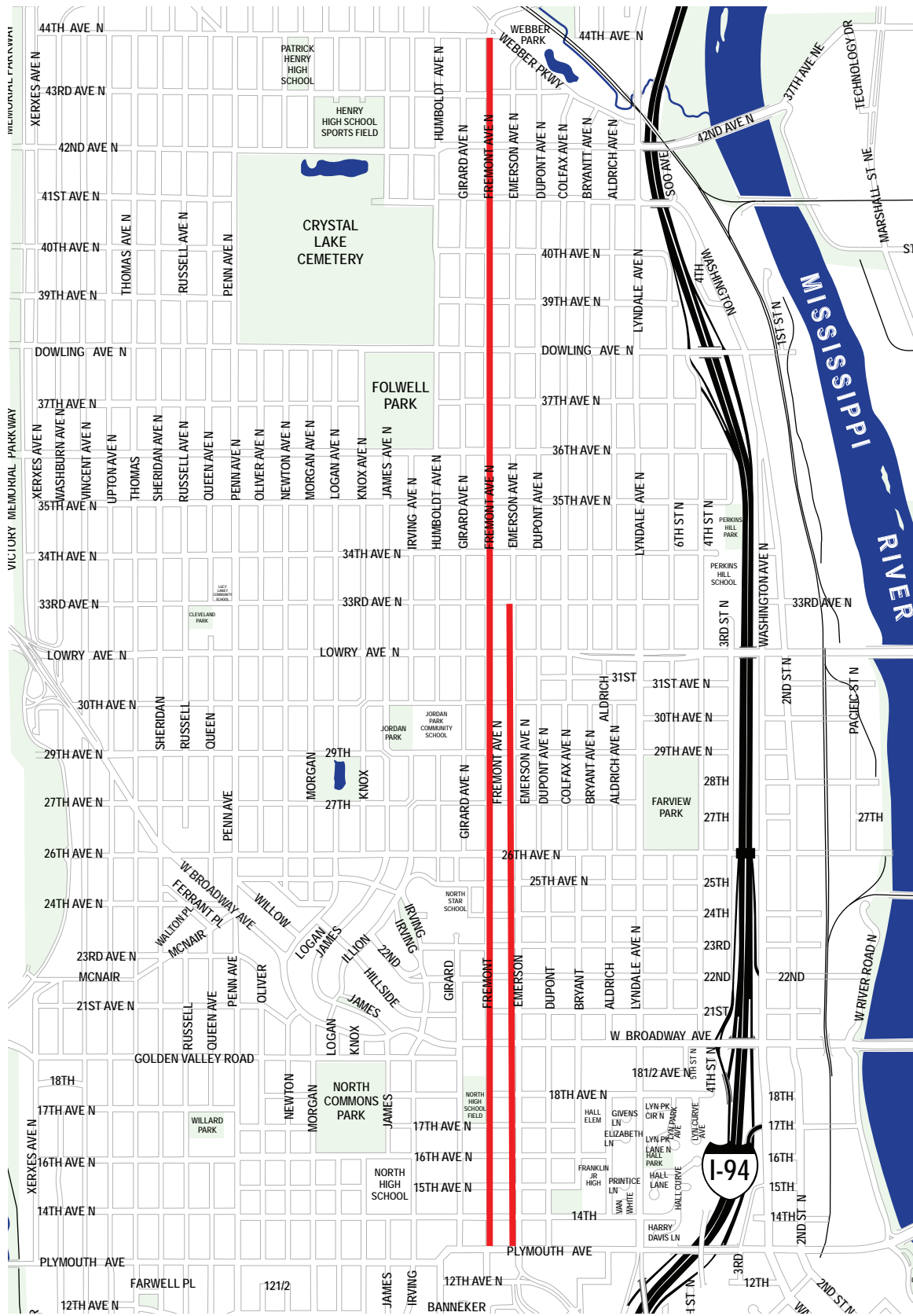
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

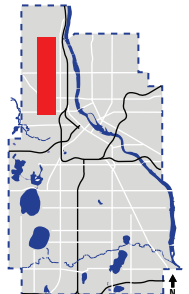
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Because improvements are proposed along two street corridors, this project may be scalable by prioritizing the street segments; however, funding would need to coincide with the program year of the federal funding and in coordination with the implementation of Metro Transit's planned D-Line ABRT.

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



PROJECT



Project Title: PV116 North Loop Pedestrian Improvements

Project Location: 1st St N to 4th St N, 1st Ave N to 10th Ave N
City Sector: Downtown
Project Start Date: 4/1/19
Submitting Department: Public Works
Contact Person: Adam Hayow
Level of Need: Important

Affected Wards: 3
Affected Neighborhood(s): North Loop
Estimated Project Completion Date: 12/2/19
Department Priority: 38 of 52
Contact Phone Number: (612) 673-2172

Project Description:

The North Loop Pedestrian Facilities project will improve intersections with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to add leading pedestrian intervals. These improvements will be added to the intersections along 1st Street N, 2nd Street N, 3rd Street N, and 4th Street N, which are classified as collectors or local roadways.

Purpose and Justification:

The project will improve safety for pedestrians and bicyclists by improving pedestrian and bicycle crossings at 23 intersections. These improvements are needed as a result of pedestrian and bicycle crashes in the project area (three crashes between 2009-2013). This project will improve access to the Cedar Lake Trail, Grand Rounds Regional Trails, and the nearby Target Field Station (connects to Green Line LRT, Blue Line LRT, and Northstar Commuter Rail). Furthermore, the project will improve access for transit users and the Metro Transit routes that provide service to the project area, as transit users typically walk or bike to connect between the bus stop and their destinations.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				1,000			1,000	
Net Debt Bonds				1,500			1,500	
Total				2,500			2,500	

Project Title: PV116 North Loop Pedestrian Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			675			675
Construction Costs			1,706			1,706
General Overhead			119			119
Total			2,500			2,500

Have Grants for this Project been secured? ☒

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

This project has been awarded funding through the Metropolitan Councils 2014 regional solicitation for federal transportation funds. A total of \$1,080,000 of federal funding was awarded for 2019 construction.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Enhancement of pedestrian facilities is supported by policies in the City's comprehensive plan related to creating sustainable, livable, and healthy communities, as well as creating vibrant places that attract residents, workers, and economic investment to the City. The following are key policies from the Minneapolis Plan for Sustainable Growth that support this capital budget request.

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.

1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and

Project Title: PV116 North Loop Pedestrian Improvements

businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian-scale features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort, and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

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

This project will be submitted for location and design review in 2016.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Pedestrian enhancements throughout the neighborhood are called for in the North Loop Small Area Plan. In particular, enhancements that make it easier to travel between the eastern and western halves of the neighborhood, and enhancements that better connect the neighborhood to transit are supported.

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

Project Title: PV116 North Loop Pedestrian Improvements

with the project:

At present this is a city initiative with neighborhood involvement.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes. Several of the intersection treatments are located on routes in the Bicycle Master Plan (including 10th Avenue, 4th Avenue, 5th Avenue, 3rd Avenue, 1st Avenue, and 2nd Street).

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

Yes, the project area includes high volume pedestrian and transit corridors. Recent development in the North Loop has increased the pedestrian and bicycle traffic and need for improvements.

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

Yes. The pedestrian environment will be greatly enhanced with a combination of curb extensions, pedestrian crossing medians, pedestrian signalization, ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to incorporate leading pedestrian intervals.

Is the right-of-way constrained 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. The project emphasizes the improvement of non-motorized safety, access, and connectivity via improved intersections. Innovative designs will be pursued and implemented as needed to construct the identified improvement treatments.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? 1,000

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

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

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

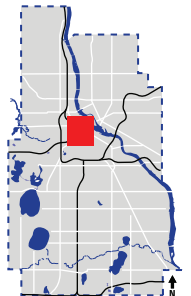
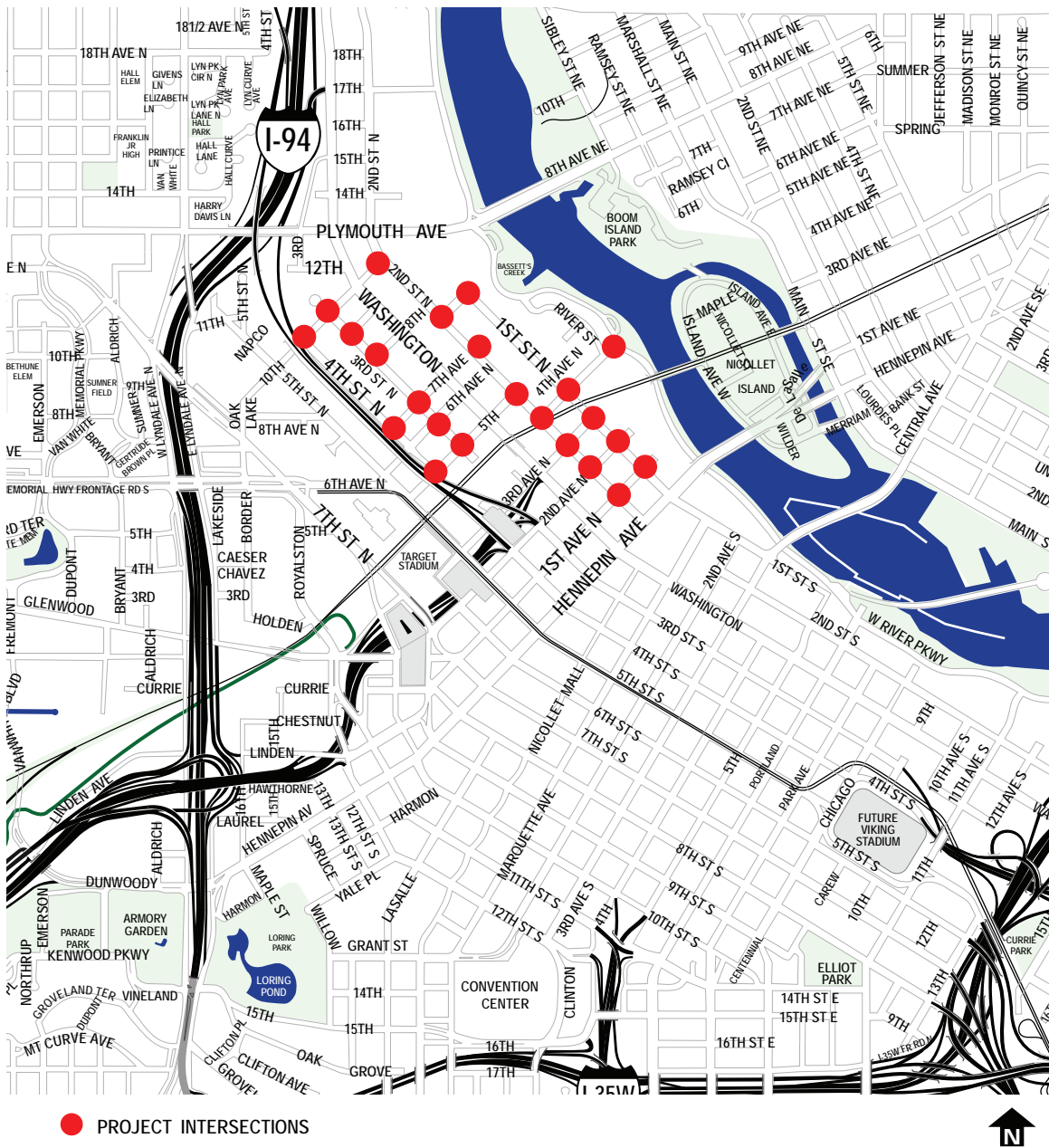
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project Title: PV116 North Loop Pedestrian Improvements

Due to federal funds being awarded, this project will need to be constructed in 2019.

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

The emergence of the North Loop neighborhood as a complete community where people can live, work, shop, go to school, and recreate has increased the pedestrian and bicycle traffic and need for improvements. The project will improve connectivity and safety to enhance the North Loop as a primary living destination.



Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)

Project Location: Stinson Blvd to Industrial Blvd

City Sector: East

Project Start Date: 4/15/19

Submitting Department: Public Works

Contact Person: Adam Hayow

Level of Need: Significant

Affected Wards: 1

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/2/19

Department Priority: 35 of 52

Contact Phone Number: (612) 673-2172

Project Description:

This project will reconstruct approximately 0.8 miles of Broadway Street NE (MSA Route 333) from Stinson Boulevard to Industrial Boulevard. The roadway will be restriped from a four-lane roadway to a two-lane roadway with center turn lanes. A major component of this project is the construction of currently missing multi-modal elements, including adding 0.7 miles of sidewalk and construction of a new bicycle facility along the 0.8 mile project area. A sidewalk will be added to the north side of the street and the off-street, multi-use trail will be constructed on the south side of the street.

Purpose and Justification:

The project is located within an important industrial area, serving as one of the City's busiest truck routes with nearly 2,000 heavy commercial vehicles per day. With easy access to two I-35W interchanges and direct access to TH 280, its location is advantageous for manufacturing and industrial uses. As a reliever roadway to I-35W, it is important for the roadway to function efficiently for all vehicles, including heavy commercial vehicles. The proposed three-lane roadway design would better accommodate trucks turning into industrial facilities, resulting in reduced wait times and improved safety for through traffic.

The roadway is rated in good condition by the City's pavement management system with a Pavement Condition Index rating (PCI) of 78. This segment of road is asphalt.

The project area is identified in the Pedestrian Master Plan as an area of low pedestrian network connectivity due to its lack of sidewalks and large block sizes. Existing sidewalk gaps make it difficult for users to walk to and from transit stops to access employers in the area. The proposed sidewalk additions will improve walkability for pedestrians and provide greater access to transit stops (Routes 30, 25, and 61), retail shopping destinations, and a key job concentration center. Construction of the off-street, multi-use trail facility on the south side of the roadway will connect to the Minneapolis Diagonal Trail and a planned bicycle facility along Industrial Boulevard. This connection will enhance the mobility and connectivity of the City's bicycle network.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants				3,300			3,300	
Municipal State Aid				1,845			1,845	
Net Debt Bonds				260			260	
Special Assessments				3,010			3,010	
Stormwater Revenue				150			150	
Total				8,565			8,565	

Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management			2,078			2,078
Construction Costs			6,079			6,079
General Overhead			408			408
Total			8,565			8,565

Have Grants for this Project been secured? ☒

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

This project was awarded federal funding of \$3,300,000 as a result of Metropolitan Council's regional solicitation process.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit network.

2.1.3 Ensure continued growth and investment through strategic transportation investments and partnerships.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.3 Continue to integrate Bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal. 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

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

Location and Design Review for this project has not yet been completed.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

There have not been any collaborative arrangements identified with outside project partners.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the roadway is a part of the Bicycle Master Plan (2011) and is designated as on off-street route called the "Broadway Avenue NE Trail".

Is the proposed project on an existing or planned 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 roadway is served by Metro Transit Route 30. Transit boarding/alighting locations will be accommodated with newly constructed sidewalks and a multi-use path that will be ADA compliant.

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

A major component of this project is the construction of currently missing multi-modal elements, including adding new sidewalk, expanding existing sidewalk, and construction of a new bicycle facility along within the project area. The sidewalk will be added to the north side of the street and the off-street, multi-use trail will be constructed on the south side of the street.

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

Yes, the right of way is constrained on the western end of the project area. It is envisioned that providing for a new sidewalk and an off-street, multi-use trail will require innovation given the right-of-way constraints.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2019

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

A mill and overlay may be needed in about 20 years and regular maintenance such as a crack seal and/or sealcoating may be needed to fully realize the useful life of the project.

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 2017 or earlier, completing design in 2018 and construction in 2019.

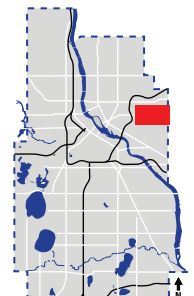
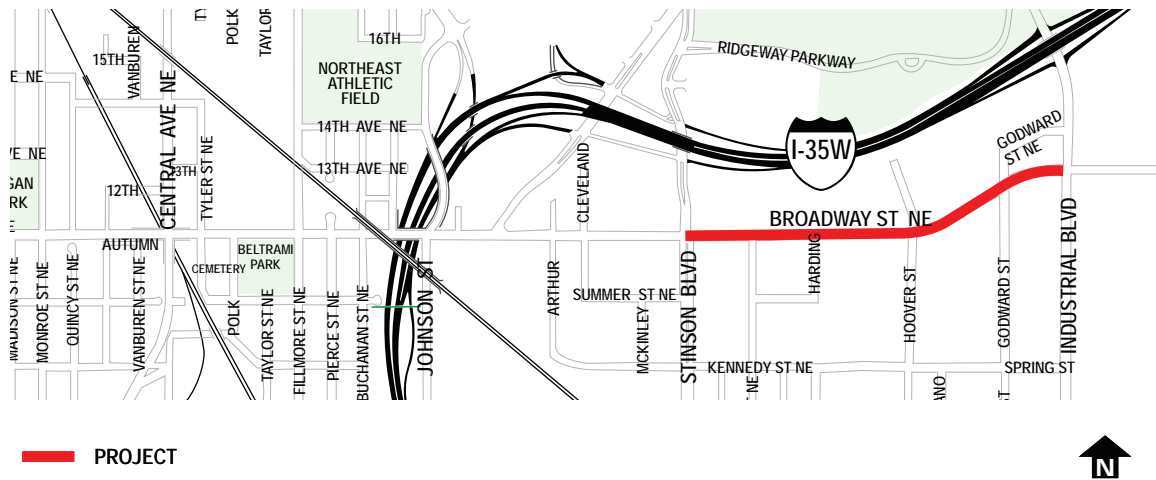
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one construction year project. Spreading the construction over two or more years decreases the cost effectiveness of the project. The construction also needs to coincide with the federal appropriation.

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

Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)

The project will provide better accommodations for trucks turning into industrial facilities, while reducing wait times and improving safety for through traffic. Construction of sidewalks and a multi-use trail will improve connectivity and access to transit stops, retail shopping destinations, a key job concentration center, and other nearby multi-modal facilities.



Capital Budget Request

Project Title: PV118 Hennepin Ave (Washington Ave N to 12th St S)

Project Location: Hennepin Ave from 12th St S to Washington Ave N

City Sector: Downtown

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Christopher Engelmann

Level of Need: Significant

Affected Wards: 7

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 12/1/21

Department Priority: 39 of 52

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project is a complete reconstruction of Hennepin Avenue from Washington Avenue to 12th St S, approximately 0.75 miles. This section of Hennepin Avenue is MSA Route 313. The average daily traffic volume on this section of Hennepin Ave ranges from 18,900 to 24,000 as measured in 2010. The proposed project will reconstruct the pavement surface, curb and gutter, and possibly sidewalks as well. Landscaping, lighting, and street furniture may also be included in the project.

Purpose and Justification:

This section of Hennepin Ave was constructed in 1986 and was most recently seal-coated in 2009. The PCI was measured at 23-62 in 2012. The concrete curb and gutter joints and gutter lip are in poor shape for the majority of this section of Hennepin Ave. Additionally, the pavement is heavily rutted in many areas, likely due to the number of buses and trucks that use Hennepin. Significantly more buses are using Hennepin Ave in 2015 and 2016 as Nicollet Mall is undergoing reconstruction with many of those bus routes moving over to Hennepin Ave for approximately 2 years.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants					7,000		7,000	
Municipal State Aid					5,000		5,000	
Net Debt Bonds					2,300		2,300	
Special Assessments					1,075		1,075	
Stormwater Revenue					250		250	
Total					15,625		15,625	

Project Title: PV118 Hennepin Ave (Washington Ave N to 12th St S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				2,113		2,113
Construction Costs				12,768		12,768
General Overhead				744		744
Total				15,625		15,625

Have Grants for this Project been secured? ☐

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

The City is planning to apply for federal transportation funds for this project through the Metropolitan Council's 2016 Regional Solicitation process.

Primary City Goal(s) supported:

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☒ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project meets the following goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Project Title: PV118 Hennepin Ave (Washington Ave N to 12th St S)

2.2.3: Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bumpouts.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location & Design Review has not been completed for this project.

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

Describe the economic development impact of the project:

Major redevelopment opportunities exist adjacent to the Hennepin Avenue reconstruction project, in addition to the wide variety of commercial, office, residential, and entertainment activity that already occurs in close proximity to the corridor. A high quality street that serves pedestrians, transit, bicyclists, and motorists is important to the economic health of this regional destination.

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

Reconstruction of the street will enhance desirable development areas adjacent to the project and support the economic health of uses present along the corridor.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Hennepin Avenue is a vibrant Commercial Corridor that is a focal point for activity within Downtown. Future development should enhance the street's character, foster non-motorized mobility, increase residential density, and expand the variety of goods and services available. As an Activity Center and part of the larger Downtown Entertainment District, Hennepin Avenue offers regional destinations that link Downtown's identity with its historic character, perpetuates a busy street life throughout the day and into the evening, and caters to pedestrians and bicyclists.

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

This project will require coordination with numerous downtown agencies and organizations.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, Hennepin Avenue is identified in the Bicycle Master Plan as having protected bike lanes.

Is the proposed project on an existing or planned 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 is a heavily used transit and pedestrian corridor. This corridor was identified by Metro Transit as a potential arterial bus rapid transit route, whereas the City of Minneapolis identified this corridor as part of the long-term streetcar network in the City's Streetcar Feasibility Study. During project development, options will be explored to improve the pedestrian realm and upgrade transit infrastructure.

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

Yes, improved facilities for all modes – bicycle, pedestrian, and transit – will be explored during project development.

Is the right-of-way constrained 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, innovative design strategies will be explored during project development.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2020

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

This roadway will likely need a mill and overlay in about 20 years and will need regular maintenance such as crack sealing and/or sealcoating to realize the full life of the pavement.

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

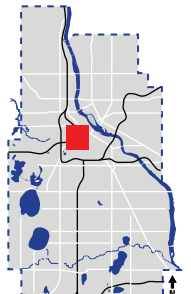
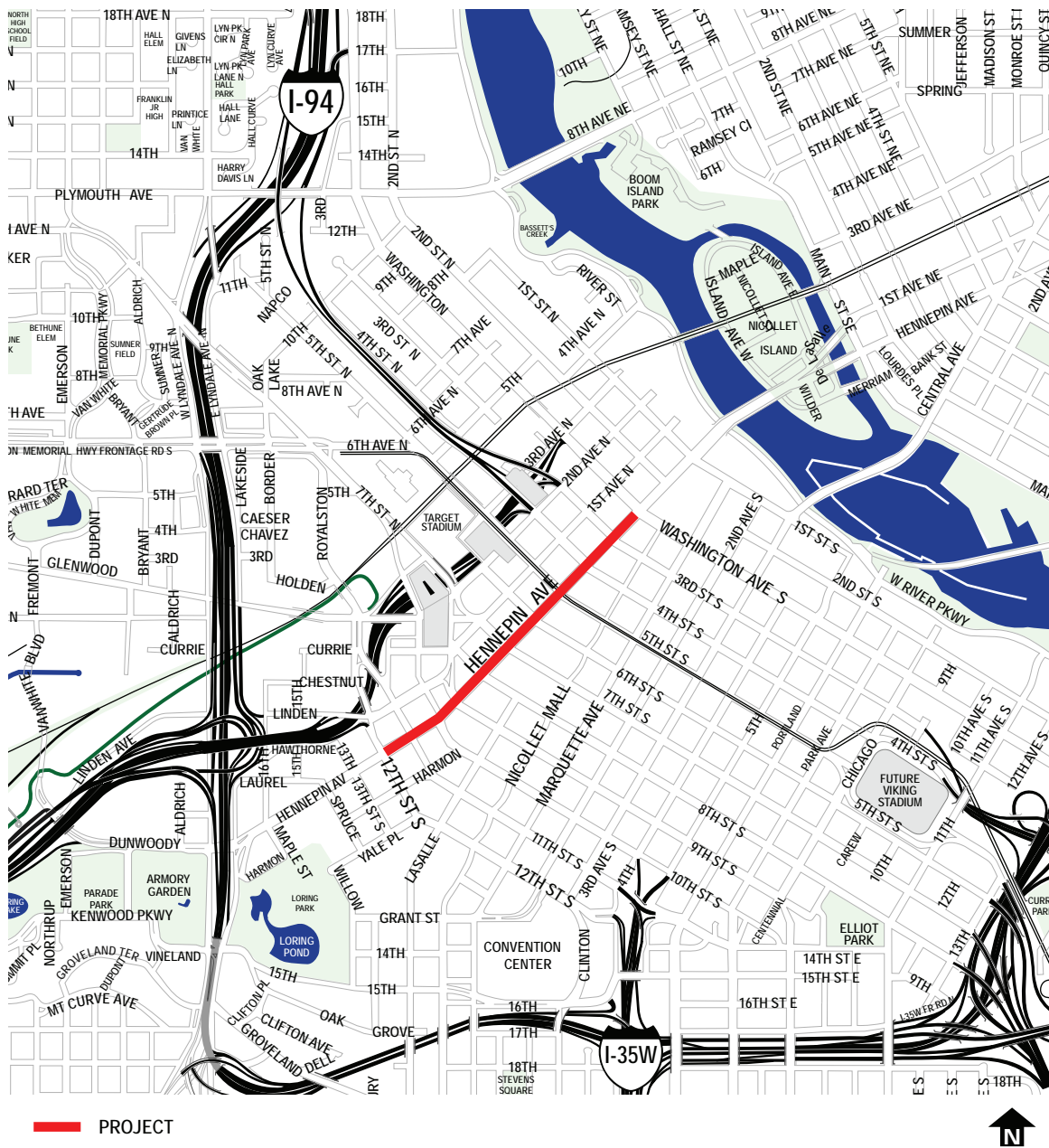
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This will likely be a 2-year construction project.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the

Project Title: PV118 Hennepin Ave (Washington Ave N to 12th St S)

general public to know about this potential project and why it should be approved:



Capital Budget Request

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

Project Location: on Hennepin Ave from Lake St to 36th St W

City Sector: Southwest

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: 10

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/22

Department Priority: 48 of 52

Contact Phone Number: 612 673-3884

Project Description:

The proposed project is a complete reconstruction of Hennepin Avenue from Lake Street to 36th Street West, approximately 0.75 miles in length. This section of Hennepin Avenue is MSA Route 425. The Average Daily Traffic on this section of Hennepin Avenue ranges from 10,675 just south of Lake Street to 6,773 between 33rd and 34th Streets, as measured in 2015. The proposed project will reconstruct the pavement surface, curb and gutter, and possibly sidewalks as well. Reconstruction of this section of Hennepin Avenue will provide the opportunity to re-examine the functionality of the street and the allocation of space to the various modes.

Purpose and Justification:

The section of Hennepin Avenue from 31st Street W to 36th Street W was constructed in 1957 as asphalt over concrete. This section had an overlay in 1995 and was seal-coated in 2008. The PCI was measured at 47 in 2013. The concrete curb and gutter is in poor condition and is an old vertical face design that is no longer used by the City. The section of Hennepin Avenue from Lake Street to 31st Street West was constructed in 1980 as asphalt pavement. The most recent seal-coat was in 1983 and the PCI was measured at 44 in 2013.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						570	570	
Net Debt Bonds						4,260	4,260	
Special Assessments						880	880	
Total						5,710	5,710	

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,168	1,168
Construction Costs					4,270	4,270
General Overhead					272	272
Total					5,710	5,710

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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

Location and Design Review has not yet occurred for this project.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Uptown Small Area Plan (2008) recommends a number of strategies for improving the pedestrian experience on streets generally throughout the study area including curb extensions, crosswalks, and count down timers.

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this section of Hennepin Avenue is identified to have shared use pavement markings and to consider bike lanes when the road is reconstructed. No shared use markings are currently in place.

Is the proposed project on an existing or planned 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 section of Hennepin Avenue is a transit route with Metro Transit routes 6, 23, 114, and 115 using this corridor. This is also a high volume pedestrian corridor. Reconstruction of this street segment may provide the opportunity to implement enhanced pedestrian and transit space.

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

Yes, the existing cross section has one lane of traffic in each direction, parking on both sides of the street, sidewalks directly behind the curb with no boulevards, and no bike facilities. Reconstruction will provide the opportunity to redistribute the available space between modes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)

is there potential for innovative design options? Provide details

Yes, the right-of-way is very constrained with multiple competing priorities including vehicle movement, parking, sidewalks and the pedestrian realm, and bicycles. Innovative design options and alternatives will be explored during project development.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

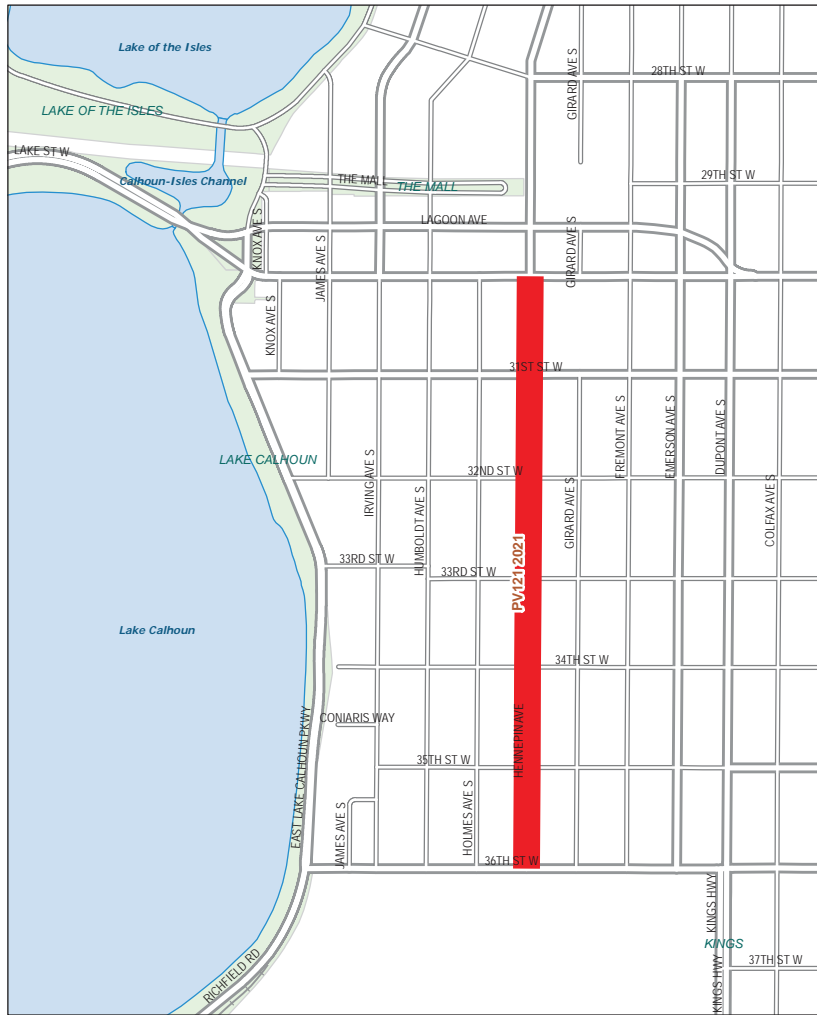
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

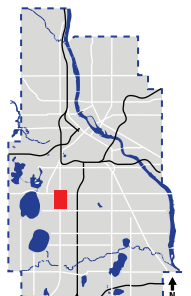
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project could be constructed over two years, however, the most efficient approach would be to build in one construction season.

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



 PROJECT



Project Title: PV122 Dowling Ave (I-94 to 1st St N)

Project Location: Dowling Ave from I-94 to 1st St N

City Sector: North

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: 4

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/22

Department Priority: 49 of 52

Contact Phone Number: 612 673-3884

Project Description:

The 0.25 mile project includes the reconstruction of Dowling Avenue North from the eastern I-94 freeway ramps to a new north/south roadway within the Upper Harbor Terminal (UHT) site. This includes the reconstruction of the Port of Minneapolis Drive roadway, which is heavily worn and patched. This project includes curb and gutter, the extension of utilities, subgrade, paving, signage/stripping, and possibly sidewalks and trees.

Purpose and Justification:

This project is needed to make the 50-acre City-owned Upper Harbor Terminal site accessible for redevelopment. As the primary access point to the site, Dowling Avenue/Port of Minneapolis Drive will connect to a future extension of the West River Parkway.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						710	710	
Special Assessments						290	290	
Total						1,000	1,000	

Project Title: PV122 Dowling Ave (I-94 to 1st St N)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					218	218
Construction Costs					734	734
General Overhead					48	48
Total					1,000	1,000

Have Grants for this Project been secured? ☐

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

No grants have been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not taken place for this project.

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

Describe the economic development impact of the project:

Improvement of conditions on Dowling Avenue N will support redevelopment efforts of the City owned Upper Harbor Terminal site.

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

Without this project, redevelopment opportunity of the city owned Upper Harbor Terminal site would be diminished. The improvements to Dowling Avenue will support a transformative investment in riverfront property resulting in new job opportunities and growth of the city's tax base.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The Above the Falls Master Plan Update, adopted by the City Council June 14th, 2013, emphasizes the importance of Dowling Avenue N as a connection between the neighborhoods to the west of the project area the riverfront. Development is anticipated directly adjacent to the project in the form of commercial, office, and light industrial mixed-use buildings. North of the project area, residential redevelopment is anticipated to take place in the long term.

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

This project is a high priority for North Minneapolis and has been in the planning phases for over a decade. Collaboration with the Minneapolis Park and Recreation Board and CPED has resulted in several studies and plans for this area. The 2015 closure of the St. Anthony Lock and Dam no longer makes this site a viable shipping hub and it is in the best interest of the city to redevelop the site.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

Yes, this corridor is shown in the Bicycle Master Plan as having an on-street bicycle lane. The north/south roadway (that this project will connect to) will include a trail.

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

No

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

Yes, this project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of an on-street bikeway.

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

No

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.25 miles, the estimated annual cost to maintain this roadway is \$2,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

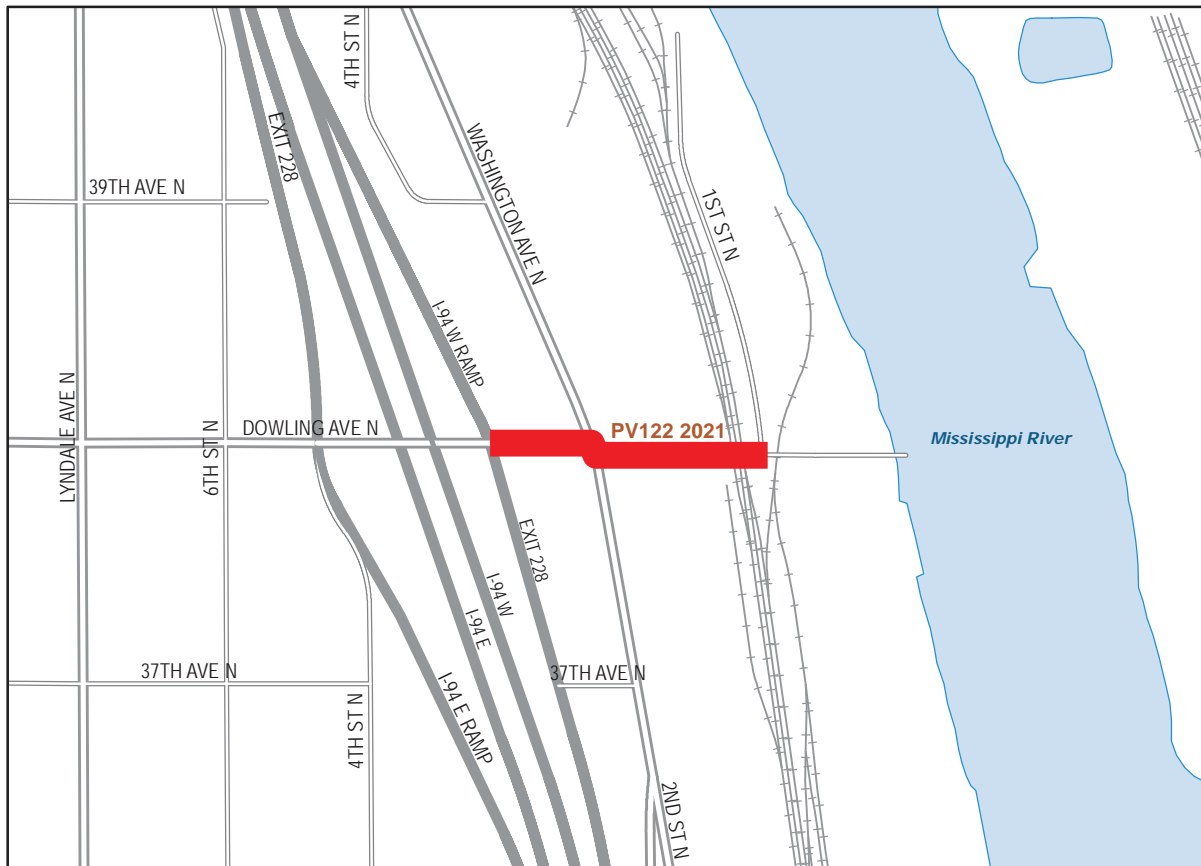
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is the first step in redeveloping the site. It is recommended that the project be constructed in 2021 to meet this need.

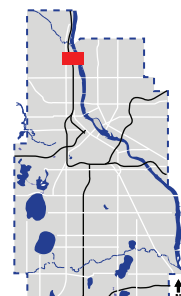
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

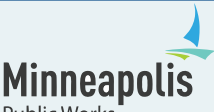
Project Title: PV122 Dowling Ave (I-94 to 1st St N)

Capital improvement projects such as this one, completes a corridor, enhances the commercial character of the area which helps preserve existing property values and enhances the City's tax base.



 Project Location



	Dowling Avenue North I-94 Ramp to East of 1st Street North	Proposed: 2021	PV122
	Contact: Steven Hay 612-673-3884		

Project Title: PV123 Logan Park Industrial

Project Location: E Broadway to 17th Ave NE, Filmore St NE to Tyler St NE

City Sector: East

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: 3

Affected Neighborhood(s): Logan Park

Estimated Project Completion Date: 11/15/22

Department Priority: 51 of 52

Contact Phone Number: 612 673-3884

Project Description:

The proposed project is the complete reconstruction of several street segments in the Logan Park neighborhood. These streets consist of heavily patched brick pavers and unpaved streets. Specific street segments to be reconstructed are:

- 12th Avenue NE – From Jackson Street to Central Avenue
- 14th Avenue NE – From Quincy Street to Central Avenue
- 15th Avenue NE – From Jackson Street to Van Buren Street
- Jackson Street NE – From 15th Avenue to Dead-End north of 15th Avenue
- Quincy Street NE – From Broadway Street to 15th Avenue
- Van Buren Street NE – 14th Avenue to 15th Avenue

The project will include complete removal and replacement of the pavement, curb and gutter, driveways, and storm drain inlets. The project may include pedestrian improvements, there are several sidewalk gaps within the project area and construction of new sidewalks will be considered.

Purpose and Justification:

These streets were constructed at various times prior to 1957. They are a mixture of pavement types including brick pavers, asphalt, concrete, asphalt over concrete, and unpaved streets. They have been patched and repaired a number of times. Most of these streets cannot be rated with a PCI 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 and this project will provide an opportunity to evaluate these sidewalk gaps.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						2,735	2,735	
Special Assessments						2,420	2,420	
Total						5,155	5,155	

Project Title: PV123 Logan Park Industrial**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,058	1,058
Construction Costs					3,852	3,852
General Overhead					245	245
Total					5,155	5,155

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Project Title: PV123 Logan Park Industrial

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

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

No, there are no transit routes on these streets. These are not high volume pedestrian corridors; however, increased pedestrian activity has occurred in recent years with development in the surrounding areas.

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

Yes, there are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV123 Logan Park Industrial

is there potential for innovative design options? Provide details

Yes, the right-of-way is constrained within this project area with competing needs for drive lanes, parking, and sidewalks. Design options have not yet been explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 0.75 miles, the estimated annual cost to maintain these roadways is \$7,500 per year.

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

Not Applicable

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

Not Applicable

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

Not Applicable

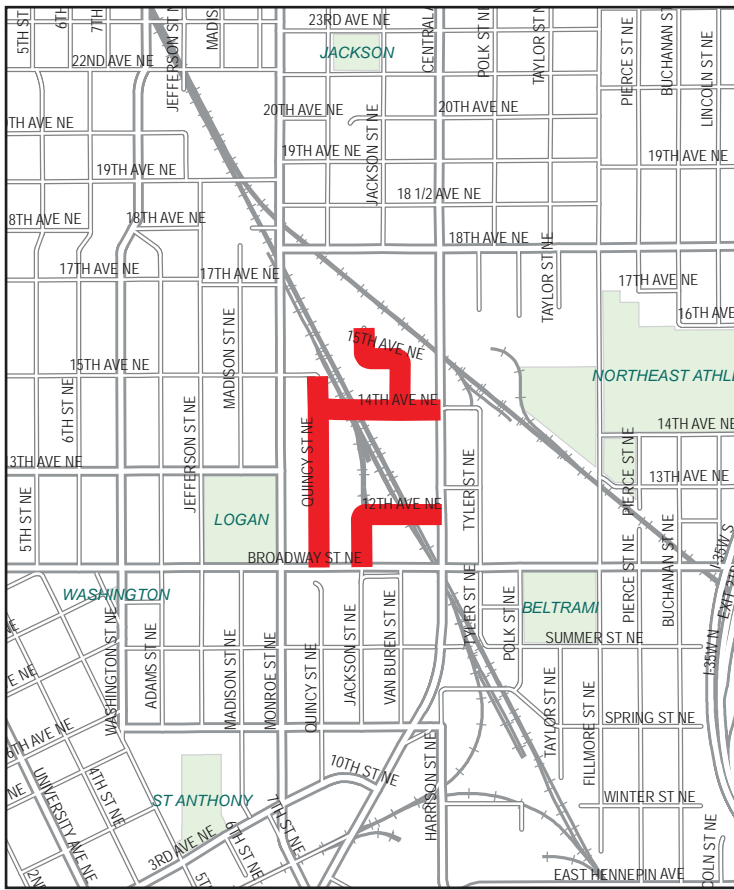
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

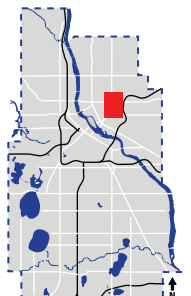
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project could be constructed over two years. It would be more cost effective to construct in one year.

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



 PROJECT



Project Title: PV124 Mid City Industrial

Project Location: E Hennepin to 35W, Arthur St NE to Industrial Blvd	Affected Wards: 1
City Sector: East	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority:
Contact Person: Simon Blenski / Becca Hughes	Contact Phone Number: (612) 673-5012 / (612) 673-3594
Level of Need: Significant	

Project Description:

This project would reconstruct several street segments totaling 1.95 miles in the Mid-City Industrial Neighborhood which is generally bound on the north by Interstate 35W, on the south by E Hennepin Avenue, on the east by the city limits, and on the west by Johnson Street NE. Within this neighborhood the following street segments are proposed to be reconstructed:

- Arthur Street NE – from the dead end north of Broadway Street NE to Kennedy Street NE on the south;
- Kennedy Street NE – from Arthur Street NE on the west to Taft Street NE on the east;
- Cleveland Street NE- north of Broadway Street NE to the dead end;
- Taft Street NE – from Broadway Street NE on the north to E Hennepin Avenue on the south;
- Hoover Street NE – from the dead end north of Broadway Street NE to E Hennepin Avenue on the south;
- R Street NE - from Spring Street NE on the north to Winter Street NE on the south;
- Winter Street NE – from R Street NE on the west to Industrial Boulevard on the east.

The average daily traffic (ADT) volumes were collected in 2013 and they range from 1,300 to 2,300 vehicles per day. Heavy commercial vehicles make up a large share of the daily traffic due to adjacent commercial and industrial land uses in the neighborhood. All the street segments are part of the local street network.

The project will include complete removal and replacement of the pavement, curb and gutter, driveways, and storm drain inlets. The project will include pedestrian improvements, including new sidewalks, boulevards, and possible pedestrian level lighting.

Purpose and Justification:

The project is located within an important industrial neighborhood with industrially zoned properties that is home to numerous large and small manufacturing, industrial, commercial, healthcare and high-tech companies. The above-listed street segments are predominantly located within the Mid-City Industrial Area Employment District Boundaries and the abutting properties are subject to the policies outlined in the Industrial Land Use and Employment Policy Plan (2006). This plan provides the City with clear policy direction for industrial land uses and industrial sector employment within the City of Minneapolis.

The street segments identified for reconstruction as part of the Mid-City Industrial project have Pavement Condition Index (PCI) assessments ranging from "Poor" to "Very Poor". The collective reconstruction of these streets to serve the area businesses and properties will improve the accessibility and functionality of the neighborhood as a whole.

The project area is identified in the City of Minneapolis Pedestrian Master Plan (2009) as an area of the pedestrian network with low connectivity due to the inconsistency in the location of existing sidewalks in the neighborhood as well as the large block sizes. All of the above-noted street segments within the project limits include potential sidewalk gaps, which are locations where sidewalks do not exist on one or more sides of the street and new connections are needed to provide access to properties or to provide a direct connection between other sidewalks. The project will explore the filling of sidewalk gaps within the project area to improve pedestrian connectivity in the neighborhood.

None of the above-listed street segments proposed to be reconstructed are identified in the Minneapolis Bicycle Master Plan (2011). The nearest connections include the existing Minneapolis Diagonal Trail and the Stinson Boulevard Bikeway, as well as the future off-street, multi-use Broadway Street NE trail and the Hennepin Avenue Bikeway.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						4,990	4,990	3,050
Special Assessments						3,200	3,200	3,200
Total						8,190	8,190	6,250

Project Title: PV124 Mid City Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					1,542	1,542
Construction Costs					6,258	6,258
General Overhead					390	390
Total					8,190	8,190

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This maintains and improves the existing infrastructure that serves the neighborhood furthering the City's goals as follows:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

2.1.1 Continue addressing the needs of all modes of transportation, emphasizing the development of a more effective transit

Project Title: PV124 Mid City Industrial

network.

2.1.3 Ensure continued growth and investment through strategic transportation investments and partnerships.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Policy 2.7: Ensure that freight movement and facilities throughout the city meet the needs of the local and regional economy while remaining sensitive to impacts on surrounding land uses.

2.7.4 Maintain a network of truck routes that ensures the safe and efficient delivery of goods to Minneapolis businesses and that directs truck traffic to a limited number of streets with appropriate weight limits.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

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

The project will be submitted for location and design review in 2016.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

There have not been any collaborative arrangements identified with outside project partners.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

No

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

Yes. The project would construct new sidewalks, filling a number of existing sidewalk gaps in the city's pedestrian 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. The right of way is constrained given that the identified streets carry high volumes of truck traffic that serve the predominantly industrial area. Innovative design strategies will be explored during project development.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2 miles, the estimated annual cost to maintain these roadways is \$20,000 per year.

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

Not Applicable

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

Pavement restoration may be needed in about 20 years and regular maintenance such as a crack seal and/or sealcoating may be needed to fully realize the useful life of the project. By completing this project, \$19,500 in operating funds will be saved annually.

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

Not Applicable

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

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

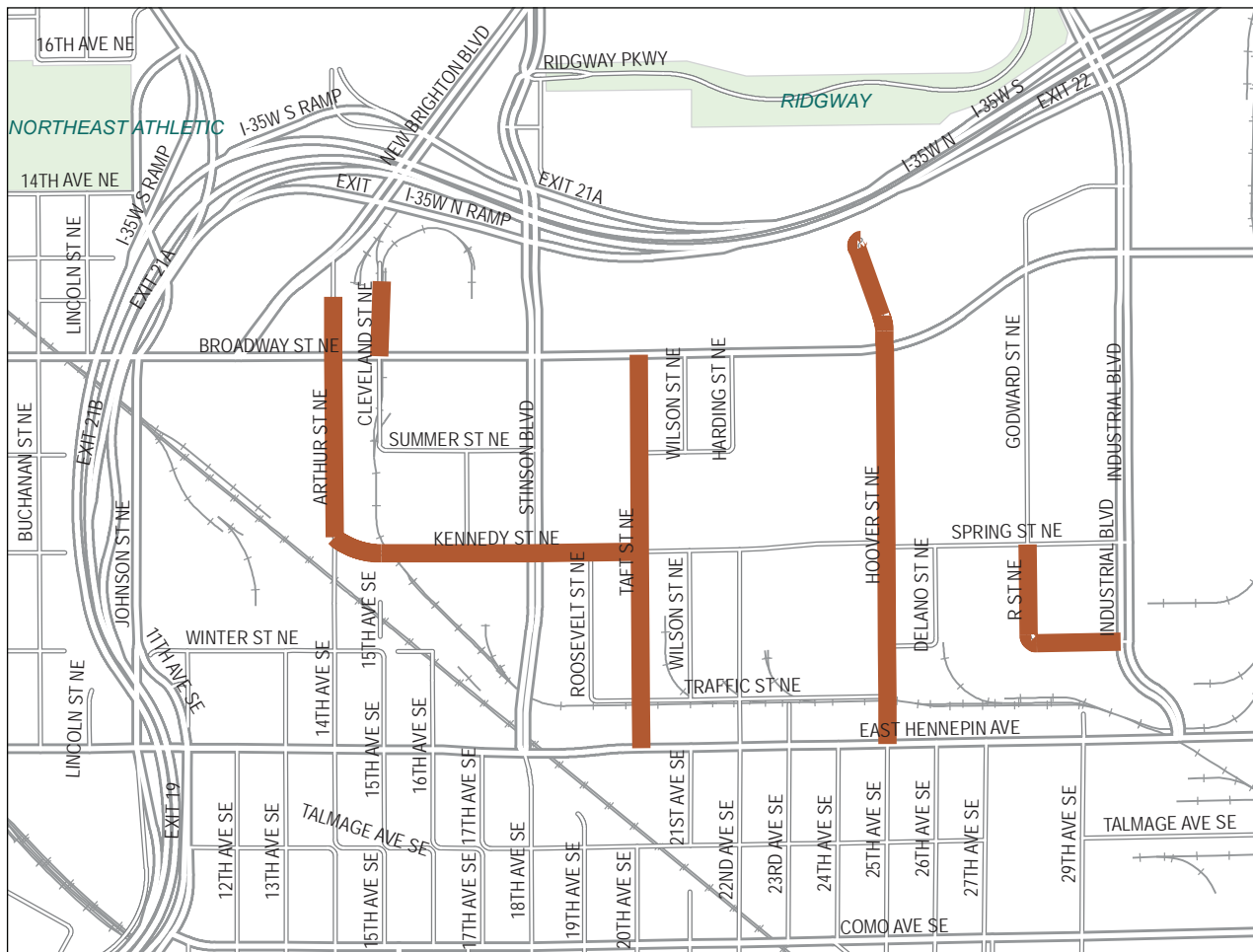
This project is anticipated to be completed in one construction year. Spreading the construction over two or more years decreases

Project Title: PV124 Mid City Industrial

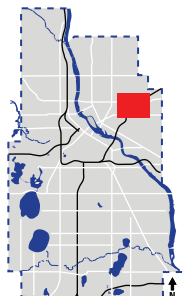
the cost effectiveness of the project.

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

The project would provide better accommodations for trucks and other vehicles travelling through and within the neighborhood, which includes numerous businesses and employment opportunities. Construction of sidewalks will improve mobility, connectivity, and access to transit stops, a key job concentration center, and other nearby multi-modal facilities.



 PROJECT



Capital Budget Request

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

Project Location: RR tracks east of Hiawatha Ave to Dight Ave

City Sector: South

Project Start Date: 11/15/21

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: 9

Affected Neighborhood(s): Longfellow

Estimated Project Completion Date: 11/15/21

Department Priority: 45 of 52

Contact Phone Number: 612 673-3884

Project Description:

The proposed project is the reconstruction of the railroad crossing between Hiawatha and Dight Avenues. This will include construction of an ADA-compliant pedestrian walkway. The segment from Hiawatha Avenue to the railroad tracks will be milled and overlaid.

Purpose and Justification:

The section of 35th Street East from Dight Avenue to 31st Avenue South received a mill and overlay in 2013. The railroad crossing segment was not included in that mill and overlay. There is no PCI data for this segment; however, the railroad track crossing is extremely uneven and results in a very rough ride across the tracks. Additionally, there are no ADA-compliant pedestrian walkways across the railroad tracks. There are sidewalks on both sides of 35th Street but they do not currently extend across the railroad tracks.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						300	300	
Special Assessments						20	20	
Total						320	320	

Project Title: PV125 35th St E (RR Tracks to Dight Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					25	25
Construction Costs					280	280
General Overhead					15	15
Total					320	320

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review has not yet occurred for this project.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 35th Street East and it is not a high volume pedestrian corridor. There is, however, some pedestrian activity primarily due to the Blue Line LRT Station at Hiawatha and 35th Street. This project will provide an improved, ADA-compliant pedestrian walkway along 35th Street.

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

Yes, the sidewalk gaps at the railroad crossing will be constructed to provide a continuous pedestrian walkway along 35th Street.

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

Yes, the right-of-way is constrained within this project area, however, there is sufficient existing width to accommodate the vehicular and pedestrian needs. No bike facility is planned along 35th Street.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

What is the expected useful life of the project/Improvement? 60

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project less than 0.1 miles, the estimated annual cost to maintain this roadway is less than \$1,000.

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

Not Applicable

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

Not Applicable

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

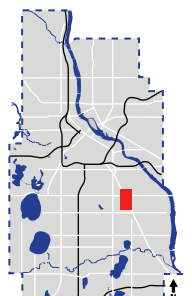
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is a relatively small project and it would be most cost effective to construct in one year.

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



— PROJECT



Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

Project Location: 50th St W to Lake St W

City Sector: South

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/22

Department Priority: 41 of 52

Contact Phone Number: 612 673-3884

Project Description:

The proposed project is a complete reconstruction of Bryant Avenue S from W Lake Street to 50th Street W, a distance of approximately 2.5 miles. This section of Bryant Avenue S is MSA Routes 161 and 162. The Average Daily Traffic on this section of Bryant Avenue ranges from 1,900 vehicles per day between 48th and 49th Streets, to 3,100 just south of W Lake Street. Recent City non-motorized counts indicate that between 400 and 750 bicyclists use the existing Bicycle Boulevard and 150 and 550 pedestrians use this stretch of Bryant Avenue S daily, with the highest levels of activity occurring near W Lake Street. Metro Transit bus service is provided by Route 4 for the entirety of the corridor, with service to Routes 46 and 146 between 46th Street W and 50th Street W. The proposed project will reconstruct the pavement surface and curb and gutter, while replacing traffic signals, lighting, and sidewalks as necessary.

Purpose and Justification:

This segment of Bryant Avenue S was constructed between 1957–1958 as an asphalt over concrete pavement street. The roadway was most recently seal-coated in 2005 and it has received 3 or 4 sealcoats over the course of its lifespan. The PCI was measured in 2013 and was observed between 42–63. Some sections of the concrete curb and gutter are in poor condition and the curb is an old vertical face design that is no longer used by the City.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						6,445	6,445	
Net Debt Bonds					7,580	3,415	10,995	
Special Assessments					1,340		1,340	
Stormwater Revenue						365	365	
Total					8,920	10,225	19,145	

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				2,056	2,056	4,112
Construction Costs				6,439	7,682	14,121
General Overhead				425	487	912
Total				8,920	10,225	19,145

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

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

Location and Design Review for this project has not yet taken place.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the Bryant Avenue Bikeway currently has Bicycle Boulevard and sharrow pavement markings. The Bicycle Master Plan recommends considering bike lanes when the roadway is reconstructed.

Is the proposed project on an existing or planned 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, Metro Transit routes 4, 46, and 146 serve this section of Bryant Avenue. This is also a Pedestrian Priority Corridor.

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

Yes, multi-modal enhancements will be explored with this project. An improved bicycle facility will be explored as well as potential pedestrian realm enhancements.

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

Yes, the right-of-way is constrained. Design options have not yet been fully explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

Year that Operating Incr/(Decr) will take effect? 2020

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

Any Prior Year Remaining Bond Authorizations? No

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 2.5 miles, the estimated annual cost to maintain this roadway is \$25,000.

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

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

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

Not Applicable

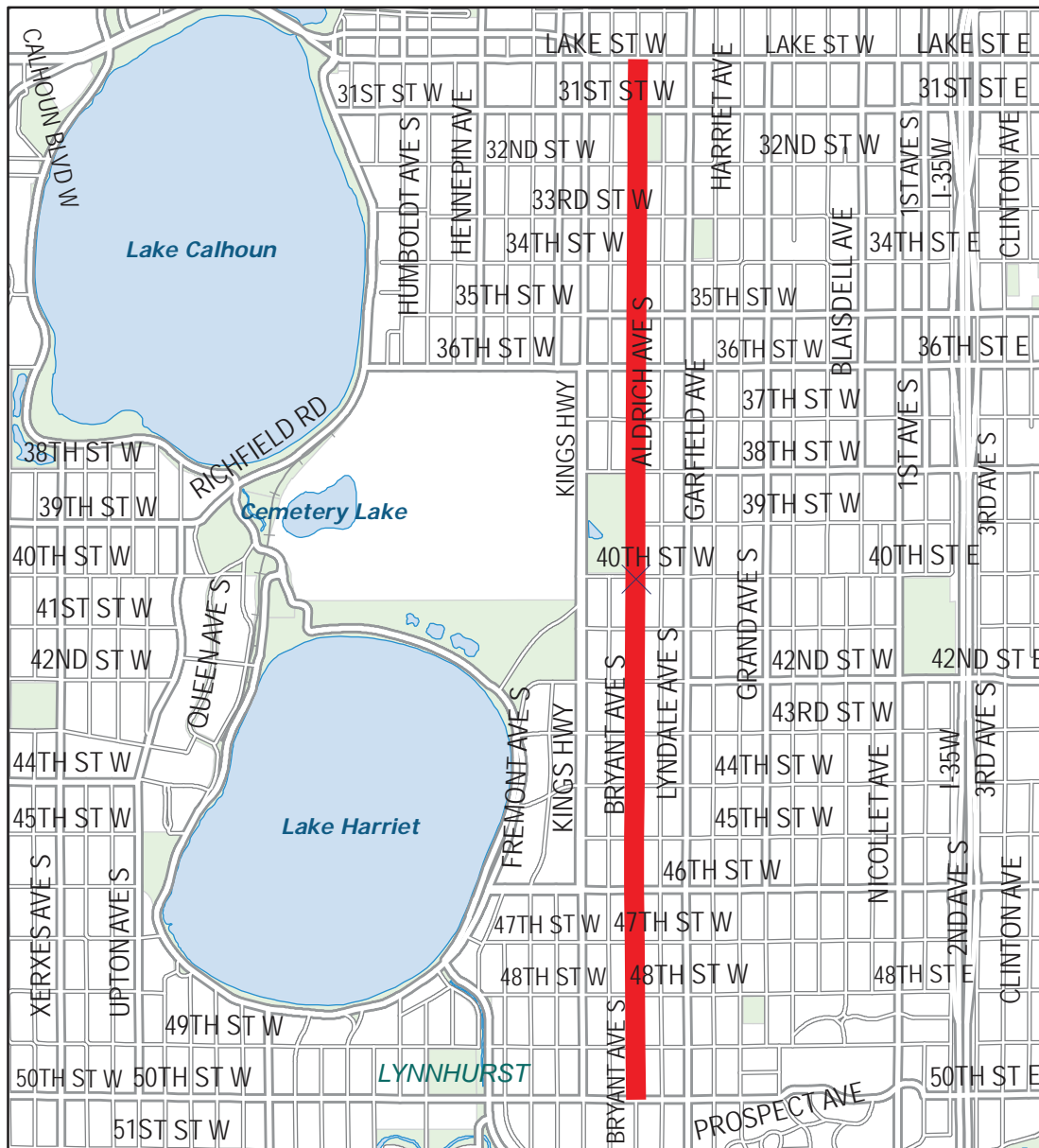
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

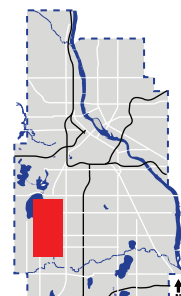
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The project construction schedule and funding will need to take place over 2 years, given the length of this corridor.

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



Project Location



Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

Project Location: on 37th Ave NE from Central Ave to Stinson Blvd
City Sector: East
Project Start Date: 4/15/21
Submitting Department: Public Works
Contact Person: Steve Hay
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/22
Department Priority: 47 of 52
Contact Phone Number: 612 673-3884

Project Description:

The proposed project is a complete reconstruction of 37th Avenue NE from Central Avenue to Stinson Avenue, a distance of approximately 1.0 mile. This section of 37th Avenue NE is MSA Route 272 and is the border between Minneapolis and Columbia Heights. The Average Daily Traffic on this section of 37th Avenue NE is approximately 12,000 vehicles per day as measured in 2013. The proposed project will reconstruct the pavement surface, curb and gutter, traffic signals, lighting, some sidewalks, as well as construction of a bicycle facility.

Purpose and Justification:

This project will be a collaborative effort between the City of Minneapolis and the City of Columbia Heights. The northern half of the roadway is in Columbia Heights, the southern half in Minneapolis. This segment of 37th Avenue NE was constructed in 1961 with concrete pavement. The PCI was measured at 57 in 2011, estimated at 46 in 2016. There is a sidewalk gap of approximately 2 blocks on the south side of the street between Cleveland St NE and McKinley St NE. A new section of sidewalk would be constructed to close that gap. Additionally, a bikeway will be included as part of the project. The type of bicycle facility has not yet been determined. There are no sidewalks on the north side of the street, which is in Columbia Heights and they are exploring whether to implement sidewalks as well. It is anticipated that there will be a one way bicycle facility on both the north and south sides of the street.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants						5,450	5,450	
Net Debt Bonds						2,000	2,000	
Other Local Governments						2,000	2,000	
Total						9,450	9,450	

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					2,333	2,333
Construction Costs					6,667	6,667
General Overhead					450	450
Total					9,450	9,450

Have Grants for this Project been secured? ☐

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

It is anticipated that a funding application will be submitted to the Metropolitan Council's 2016 Regional Solicitation for Federal Transportation Funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

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

Location and Design Review for this project has not yet taken place.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

This project will be a collaboration between Minneapolis and Columbia Heights since the centerline of the roadway is the border between the two cities.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this section of 37th Avenue NE is identified as having bike lanes.

Is the proposed project on an existing or planned 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, a short section of 37th Avenue NE is a Metro Transit route. The proposed project will enhance the sidewalk and bicycle connectivity to the transit line.

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

Yes. Some type of bicycle facility will be constructed with this project. A 2-block sidewalk gap will be closed on the south side of the roadway. The City of Columbia Heights is considering adding sidewalks to the north side of the roadway as well.

Is the right-of-way constrained 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. Design options have not yet been fully explored for this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 60

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

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is \$10,000 total, half of which, \$5,000 would be the City's responsibility.

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

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

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

Not Applicable

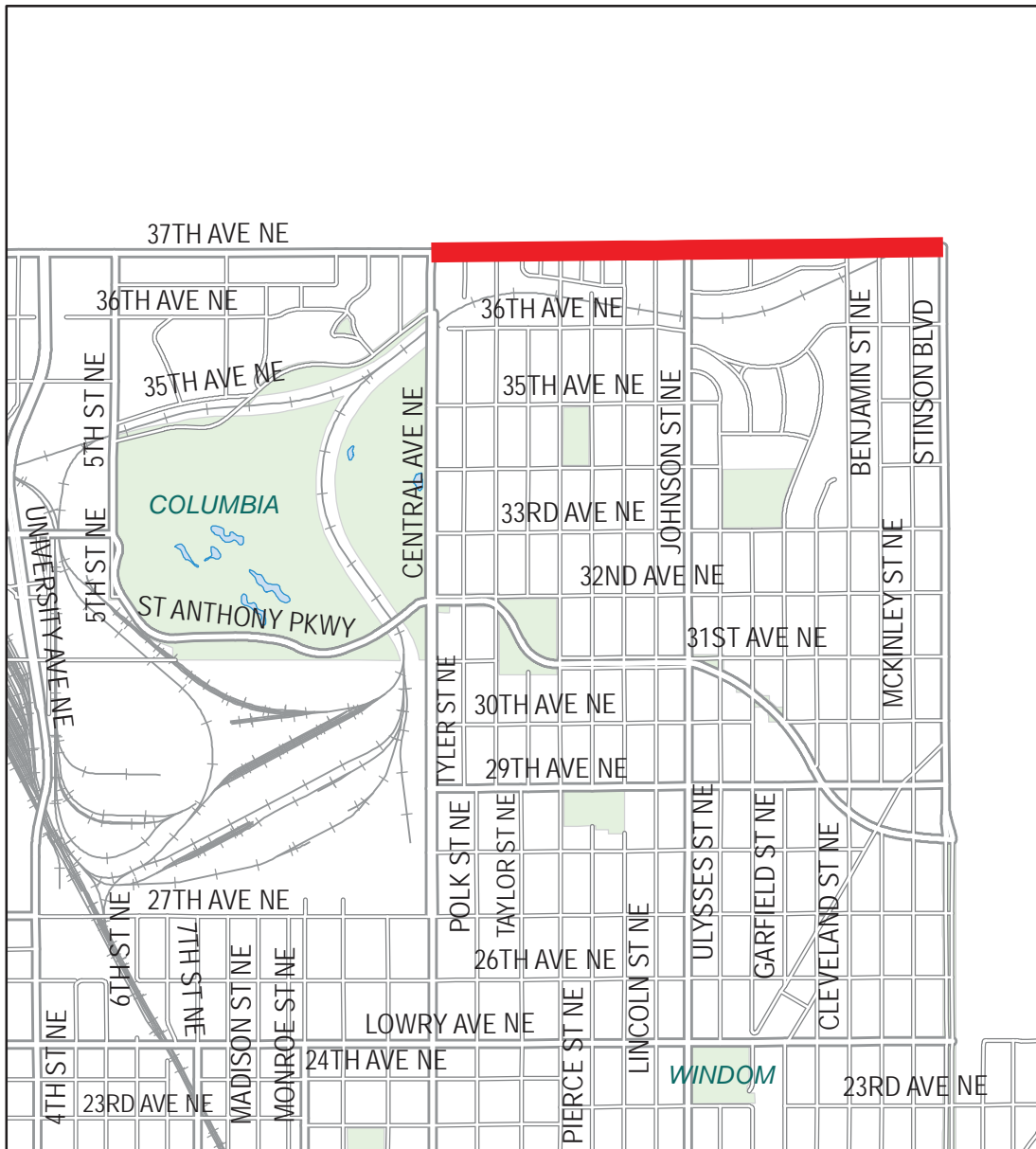
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

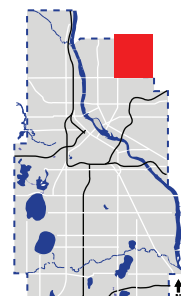
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Since this project is in two cities, it would likely be most efficient to construct the project in a single year.

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



 Project Location





Capital Budget Request

Project Title: PV99R Reimbursable Paving Projects

Project Location: Various locations throughout the city

City Sector: Citywide

Project Start Date: 4/17/17

Submitting Department: Public Works

Contact Person: Larry Mastumoto

Level of Need: Desirable

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/1/21

Department Priority:

Contact Phone Number: (612) 919-1148

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.

Purpose and Justification:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Reimbursements	17,500	3,500	3,500	3,500	3,500	3,500	17,500	3,500
Total	17,500	3,500	3,500	3,500	3,500	3,500	17,500	3,500

Project Title: PV99R Reimbursable Paving Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	3,333	3,333	3,333	3,333	3,333	16,667
General Overhead	167	167	167	167	167	833
Total	3,500	3,500	3,500	3,500	3,500	17,500

Have Grants for this Project been secured? ☐

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

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

Connected communities – great spaces & places, thriving neighborhoods

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

The Minneapolis Plan for Sustainable Growth - references

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

Project Title: PV99R Reimbursable Paving Projects

- 10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.
- 10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.
- 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.
- 10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.
- 10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

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

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

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

Describe the economic development impact of the project:

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

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

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

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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

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

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

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Street Maintenance Department would cover any routine costs that would result from the improvements made by this program.

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

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

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

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

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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

Project Title: SWK01 Defective Hazardous Sidewalks

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 4/18/17

Submitting Department: Public Works

Contact Person: Dan Bauer, Supervisor, Sidewalk Inspections

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/25

Department Priority: 5 of 52

Contact Phone Number: (612) 919-7543

Project Description:

This project provides a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks. The work is done in neighborhood size areas on an approximate ten-year cycle. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. The work performed must adhere to City of Minneapolis specifications. To provide access for persons with disabilities by installing Americans with Disabilities Act (ADA) compliant pedestrian curb ramps at street corners and other locations as per Federal requirements and the City of Minneapolis ADA Transition Plan.

Purpose and Justification:

This program assures that the public sidewalks are maintained and are in good repair. Not funding this program would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,475	325	335	345	355	365	1,725	375
Special Assessments	15,365	3,505	3,705	3,905	4,105	4,305	19,525	4,505
Total	16,840	3,830	4,040	4,250	4,460	4,670	21,250	4,880

Project Title: SWK01 Defective Hazardous Sidewalks

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	3,648	3,848	4,048	4,248	4,448	20,238
General Overhead	182	192	202	212	222	1,012
Total	3,830	4,040	4,250	4,460	4,670	21,250

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

The Minneapolis Plan for Sustainable Growth - references

Land Use: Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.

Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.

1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Project Title: SWK01 Defective Hazardous Sidewalks

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character. Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements. Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.

10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.

10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.

10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.

10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.

10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.

10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.

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

Location and Design Review for this program took place on May 4, 2009. The program was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Project Title: SWK01 Defective Hazardous Sidewalks

Not Applicable

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

This program is coordinated with all other CIP projects on the five year plan, and also with the Park Board, CPED, MPHA, the Library Board, NRP, Hennepin County right of way projects, and with many private projects as approved through the Minneapolis Development Review process.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

Yes, many sidewalks are along these types of routes.

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

Yes, this project will establish safe and continuous sidewalks throughout the City.

Is the right-of-way constrained 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, in some cases right-of-way is constrained and sidewalk placement is more difficult, requiring additional engineering.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

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



Deteriorated Sidewalk



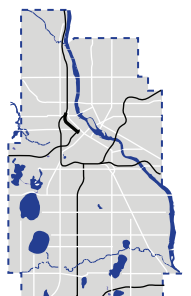
Broken Sidewalk



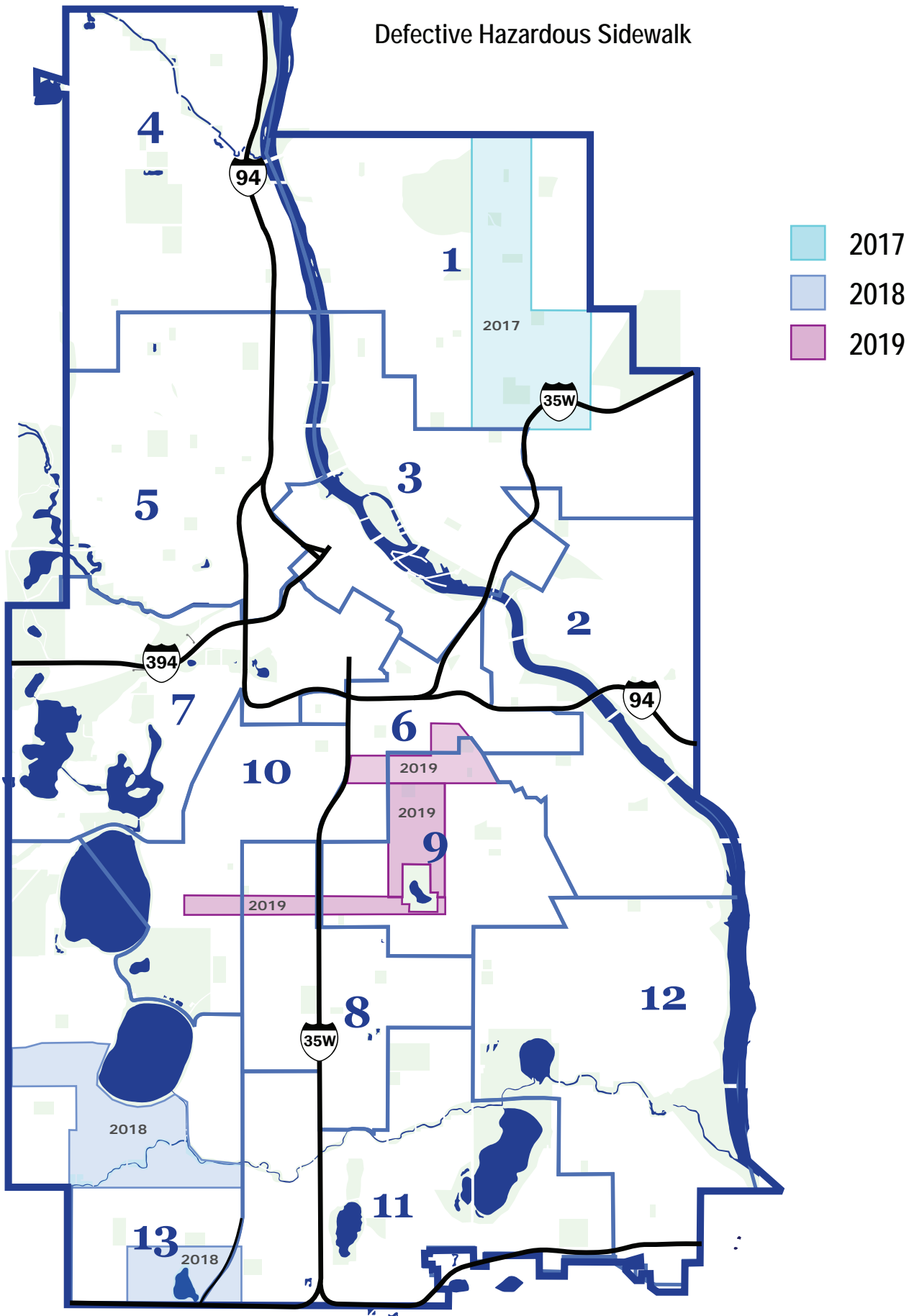
Projecting Sidewalk



Uneven Sidewalk



Defective Hazardous Sidewalk



Capital Budget Request

Project Title: BR101 Major Bridge Repair and Rehabilitation

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Tracy Lindgren

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/21

Department Priority: 1 of 52

Contact Phone Number: (612) 290-5898

Project Description:

This program encompasses rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Typical methods utilized include mill and low slump overlays of bridge decks, concrete deck repairs, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, repairs on delaminated concrete on the structure, pavement striping, and painting of steel beams to extend their longevity.

Purpose and Justification:

These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the city's bridge inventory through major repair and rehabilitation is realized through this program.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	2,000	400	400	400	400	400	2,000	400
Total	2,000	400	400	400	400	400	2,000	400

Project Title: BR101 Major Bridge Repair and Rehabilitation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	356	356	356	356	356	1,780
General Overhead	19	19	19	19	19	95
Total	400	400	400	400	400	2,000

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce
- We focus on areas of greatest need and seize promising opportunities
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste, and using less energy
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability, and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

Transportation: Minneapolis will build, maintain, and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Project Title: BR101 Major Bridge Repair and Rehabilitation

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

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

The Location and Design Review process was conducted in 2009 for this project.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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

Project Title: BR101 Major Bridge Repair and Rehabilitation

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$145,100

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

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

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

The unspent balance will be used to cover a shortfall in funding from BR101 from 2014, on the Burnham Road Bridge project. This project replaced the bridge's girders, deck, sidewalk, and railings, and it also repaired the abutments.

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

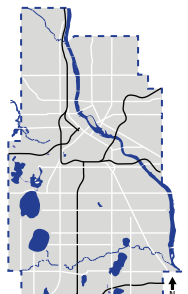
Not Applicable

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:

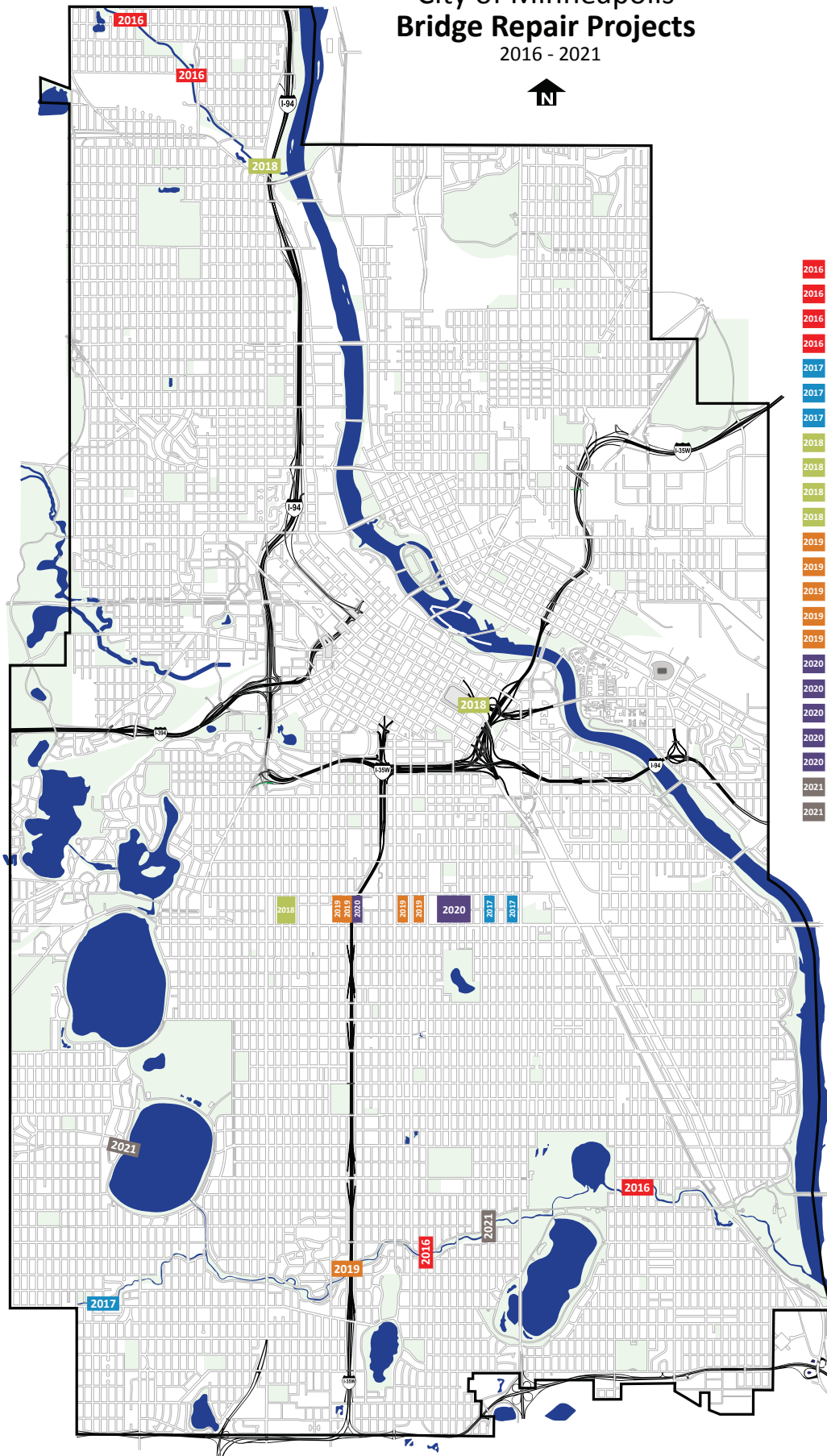
The size and scope of the work can be adjusted to utilize available funds.

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

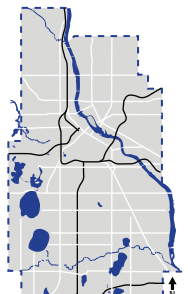
The proposed funding level will allow for major repair and rehabilitation work that was beyond the scope of annual maintenance funding. This program allows for systemwide bridge deck major repairs to be undertaken, as well as major repair and rehabilitation of bridge piers, columns, sidewalks, and railings. 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 Bridge Repair Projects 2016 - 2021



- 2016 Chicago Ave S / Minnehaha Creek
- 2016 19th Ave over Washington Ave
- 2016 49th Ave N over Shingle Creek
- 2016 Queen Ave N over Shingle Creek
- 2017 18th Ave S / Midtown Greenway
- 2017 Bloomington Ave S / Midtown Greenway
- 2017 Upton Ave S over Minnehaha Creek
- 2018 Harriet Ave S / Midtown Greenway
- 2018 Grand Ave S / Midtown Greenway
- 2018 11th Ave S / 3rd & 4th
- 2018 Lyndale Ave N / Shingle Creek
- 2019 First Ave S / Midtown Greenway
- 2019 Stevens Ave S / Midtown Greenway
- 2019 Oakland Ave S / Midtown Greenway
- 2019 Columbus Ave S / Midtown Greenway
- 2019 Stevens Ave S over Minnehaha Creek
- 2020 10th Ave S / Midtown Greenway
- 2020 11th Ave S / Midtown Greenway
- 2020 12th Ave S / Midtown Greenway
- 2020 13th Ave S / Midtown Greenway
- 2020 2nd Ave S / Midtown Greenway
- 2021 Bloomington Ave over Minnehaha Creek
- 2021 Queen Ave S over St. Car Barn



Project Title: BR106 1st Ave S over HCRRA

Project Location: 1st Ave. S. over Midtown Greenway Corridor
City Sector: Southwest
Project Start Date: 4/16/18
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant

Affected Wards: 10
Affected Neighborhood(s): Whittier
Estimated Project Completion Date: 11/15/18
Department Priority: 28 of 52
Contact Phone Number: 612 673-3527

Project Description:

This project proposes the replacement of the 1st Ave. S. Bridge (Municipal State Aid Route #190) over the Midtown Greenway Corridor. The existing bridge is a three span; cast-in-place concrete tee-beam structure built in 1914. The Bridge carries 7,000 vehicles per day, including passenger vehicles, trucks and buses.

Purpose and Justification:

The 1st Ave. S. Bridge is nearing the end of its useful life and needs to be replaced. The existing bridge has a current Sufficiency Rating of 36.2. Bridges are rated during regular inspections from 0 to 100. Any bridge with a Sufficiency Rating below 50 is considered deficient and should be replaced. Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid			1,170				1,170	
Net Debt Bonds			2,875				2,875	
Total			4,045				4,045	

Project Title: BR106 1st Ave S over HCRRA

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		905				905
Construction Costs		2,947				2,947
General Overhead		193				193
Total		4,045				4,045

Have Grants for this Project been secured? ☐

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

Non-city funding has not been secured, we may be seeking funding from other outside sources, including MnDOT and Hennepin County funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

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

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Project Title: BR106 1st Ave S over HCRRA

community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Heritage Preservation: Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.2 Require new construction in historic districts to be compatible with the historic fabric.

8.1.3 Encourage new developments to retain historic resources, including landscapes, incorporating them into new development rather than removal.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

Policy 8.5: Recognize and preserve the important influence of landscape on the cultural identity of Minneapolis.

8.5.1 Identify and protect important historic and cultural landscapes.

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

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

HCRRA is the owner the Midtown Railroad corridor (also known as the Midtown Greenway), including the majority of bridges crossing the corridor.

SHPO is involved because the entire Midtown Railroad Corridor is considered a historic resource.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the 1st Avenue South Bridge is on a route that is part of the Bicycle Master Plan and currently carries a single striped shared use bike lane.

Is the proposed project on an existing or planned 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, 1st Avenue South is a fixed Metro Transit Bus route providing a continuous transit connection from Nicollet Ave (north of Lake St) to Nicollet Ave (south of Lake St). Replacement of the bridge will ensure continued transit connectivity along this route.

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

Project Title: BR106 1st Ave S over HCRRA

details.

Yes, the on-street bike lanes will be replaced and ADA compliant curb ramps will be installed.

Is the right-of-way constrained 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, however, there should be sufficient width to accommodate all modes.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 75

Year that Operating Incr/(Decr) will take effect? 2017

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in poor condition is \$5,250, which is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by Bridge Maintenance Foreman.

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

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:

Proper and timely structure maintenance will allow a new bridge to meet a 75 year lifespan.

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

Not Applicable

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

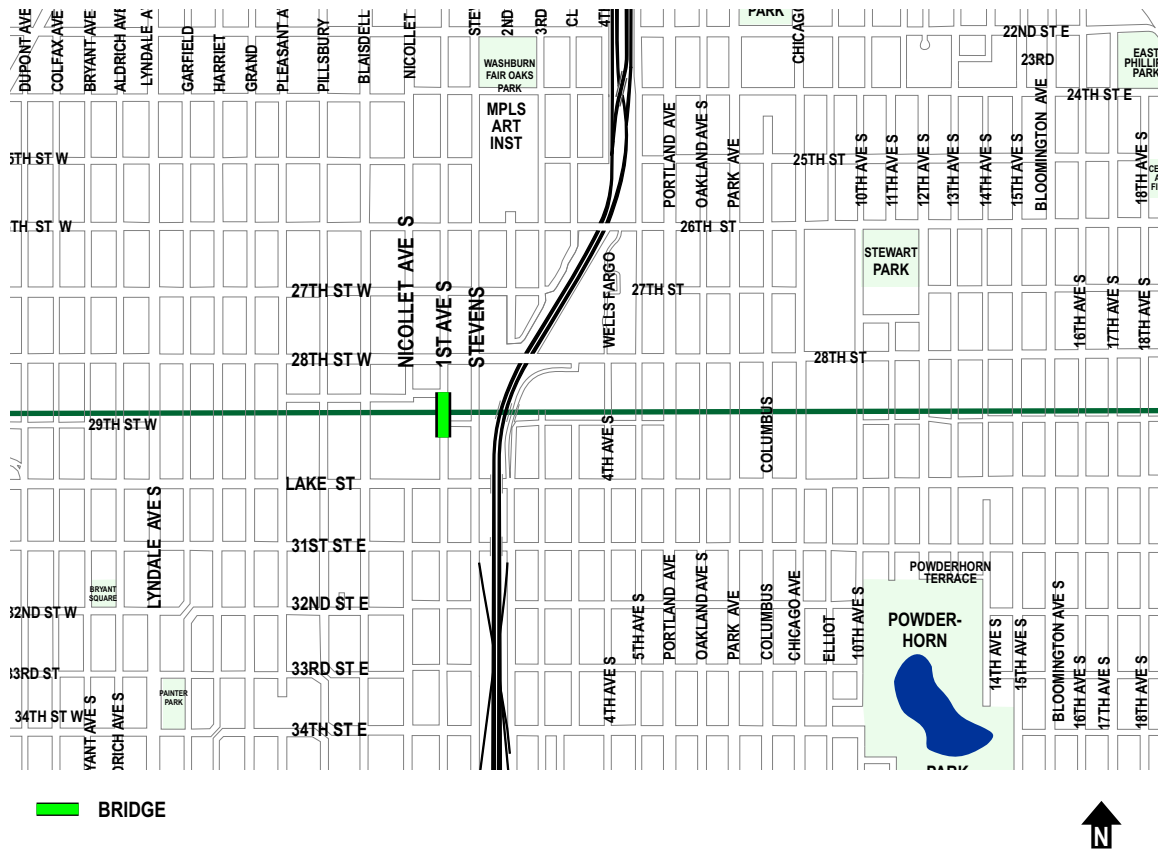
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

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

The design features of the reconstruction work will maintain the historical character of the Midtown Greenway Corridor Historic District which is a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, Federal Government, CPED, HCRRA and the State Historic Preservation Office



Capital Budget Request

Project Title: BR117 1st St N Bridge over Bassett's Creek

Project Location: 1st St N near 8th Ave N
City Sector: Downtown
Project Start Date: 4/16/20
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant

Affected Wards: 3
Affected Neighborhood(s): North Loop
Estimated Project Completion Date: 11/30/20
Department Priority: 9 of 10
Contact Phone Number: 612-673-3527

Project Description:

This project proposes the reconstruction of the 1st Street North Bridge over Basset Creek. The bridge is actually located under the 1st Street North roadway between 7th Avenue North and 8th Avenue North in the North Loop neighborhood. The bridge is a masonry/arch structure, originally built in 1915.

Purpose and Justification:

The existing 1st Street North bridge is considered a culvert and the rating system has changed from bridge type to culvert type, and the sufficiency rating has changed from 55.3 to 82.9 respectively. Although this structure as culvert has a high sufficiency rating it requires a significant amount of maintenance cost in the long run.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue	0				1,370		1,370	
Total	0				1,370		1,370	

Project Title: BR117 1st St N Bridge over Bassett's Creek**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				338		338
Construction Costs				967		967
General Overhead				65		65
Total				1,370		1,370

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care, and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

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

Maintenance of the street and bridge infrastructure is supported by policies in the City's comprehensive plan related to supporting reliable levels of service across the range of the City's interconnected multi-modal transportation system. Since the downtown location of the project puts it in the Downtown Growth Center, this project would also support development in the Growth Center.

The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Policy 1.15: Support development of Growth Centers as locations for concentration of jobs and housing, and supporting services.

Project Title: BR117 1st St N Bridge over Bassett's Creek

1.15.1 Support development of Growth Centers through planning efforts to guide decisions and prioritize investments in these areas.

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

This project was approved for location and design review in 2011.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2020

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

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The 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

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

Repair or rehabilitation of this project is not economical and will not significantly increase the sufficiency rating of the bridge. A new structure is an investment that will decrease future maintenance cost.

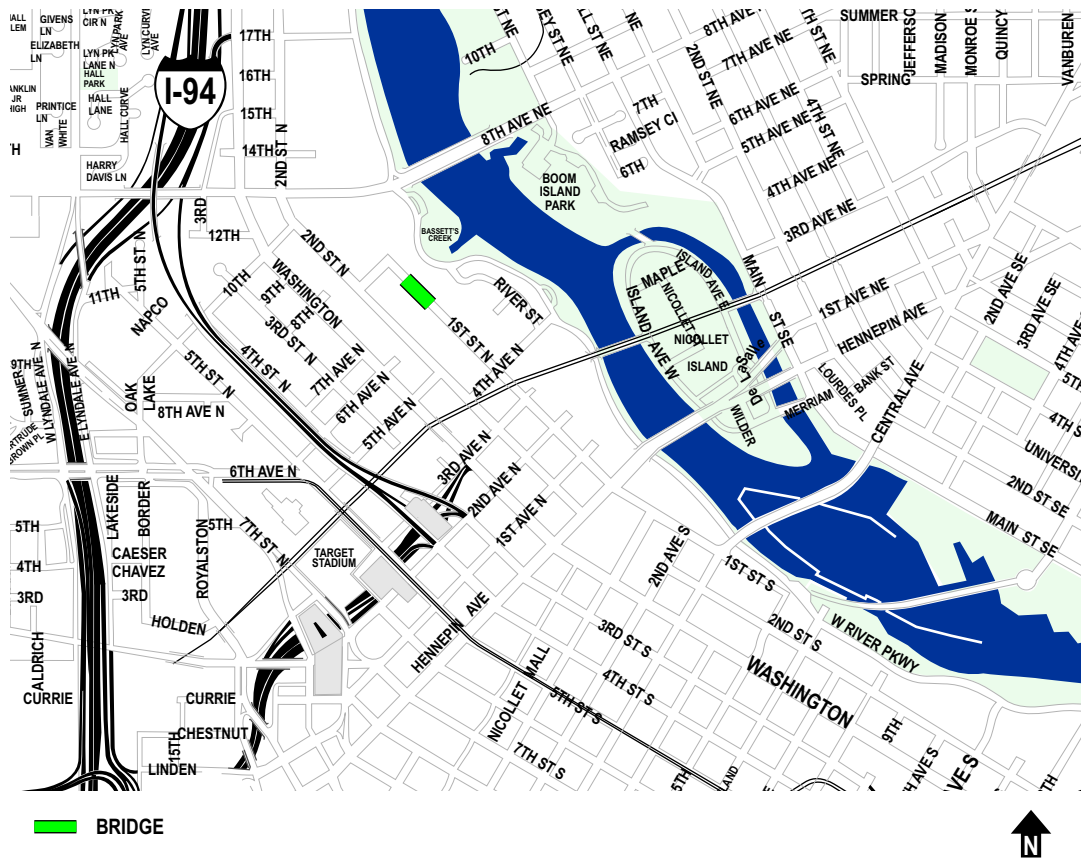
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

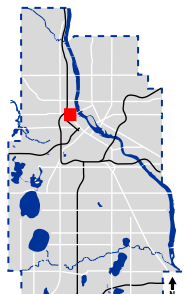
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

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



Tunnel runs under street here



Project Title: BR123 28th Ave S over Minnehaha Creek

Project Location: 46th St. E. to 47th St. E.
City Sector: South
Project Start Date: 4/15/17
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant

Affected Wards: 12
Affected Neighborhood(s): Ericcson
Estimated Project Completion Date: 11/30/17
Department Priority: 23 of 52
Contact Phone Number: 612-673-3527

Project Description:

This project proposes the reconstruction of the 28th Avenue Bridge over Minnehaha Creek. The bridge was constructed in 1904 and is currently eligible for the National Register of Historic Places (NRHP).

The bridge is made up of a reinforced concrete arch with concrete headwalls. The bridge foundation is supported by a concrete pile cap on timber piles. The bridge spans 25 feet with a rise of 7 feet over Minnehaha Creek. The bridge is 53 feet wide and carries a 44-foot wide roadway with two lanes of traffic. The bridge has 4.5-foot wide sidewalks on both sides of the roadway which overhang the arch approximately 3.5 feet on each side.

Stormwater drainage from the roadway flows through a series of pipes in the bridge deck to the creek below. Pipes on the west side of the bridge direct stormwater to the creek through concrete spillways along the outside of the headwalls, while pipes on the east side are more elaborate and send the water further downstream before entering the creek.

Purpose and Justification:

The existing bridge has a current Sufficiency Rating of 81.2. Although the Sufficiency Rating is high, this bridge needs to be replaced, as numerous bridge components have significantly deteriorated. To improve the condition of the deteriorated components, the majority of the bridge will require removal and replacement. In addition, a MPRB trail crosses 28th Avenue at a skew near the bridge. The new bridge would accommodate the bike trail underneath and eliminate conflicts with vehicles.

The concrete headwalls of the bridge are in poor condition; compressive strength tests on concrete core samples taken from the structure indicate that the headwalls should be replaced. The ornamental metal railing is in poor condition, is substandard dimensionally and should also be replaced. Drainage pipes on the east side of the bridge are cracked, do not function as designed and should be replaced. The existing bituminous roadway surface and the concrete bridge curbs and sidewalks are in poor condition and should be replaced. Finally, testing of the concrete in the main arch indicated that approximately a quarter of the barrel upstream and downstream of the bridge would require complete removal and reconstruction.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid		920	0				920	
Net Debt Bonds		1,770					1,770	
Total		2,690	0				2,690	

Project Title: BR123 28th Ave S over Minnehaha Creek**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	481					481
Construction Costs	2,081					2,081
General Overhead	128					128
Total	2,690					2,690

Have Grants for this Project been secured? ☐

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

Non-city funding is currently not available

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

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

This project is consistent with the City's comprehensive plan through: (1) maintaining and improving infrastructure quality, (2) building a connected bicycle system, and (3) maintaining historic resources (the bridge is designated historic landmark). 10th Avenue is an important link in a developing bicycle route system linking to the University of Minnesota and Southeast Minneapolis area.

Project Title: BR123 28th Ave S over Minnehaha Creek

Policies in the City's comprehensive plan that support this project are listed below.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

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

Location and Design review was completed on May 9, 2013. The project was found to be consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The design features of the reconstruction will be a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation and the Minneapolis Park and Recreation Board (MPRB).

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

28th Avenue South is not identified on the Bicycle Master Plan, although the bridge intersects with the Minnehaha Parkway Trail.

Is the proposed project on an existing or planned 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, 28th Avenue South is a Metro Transit Bus route. Reconstruction of the bridge will ensure continued transit connectivity along

Project Title: BR123 28th Ave S over Minnehaha Creek

this route.

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

Yes, the Minnehaha Creek Trail will be grade separated and will carry non-motorized traffic under the bridge.

Is the right-of-way constrained 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 35

Year that Operating Incr/(Decr) will take effect? 2018

What is the estimated annual operating cost increase or (decrease) for this project? (2,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The amount is an average cost estimate based on the tracked financial system provided by the Bridge Maintenance Foreman.

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

This project will result in a bridge with a 75-year life span so long as routine maintenance is performed (as shown 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

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

These improvements will prolong the bridge life by 35 years so long as routine maintenance is performed (as shown above).

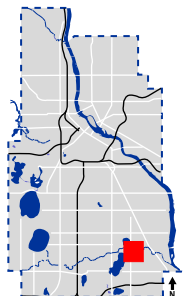
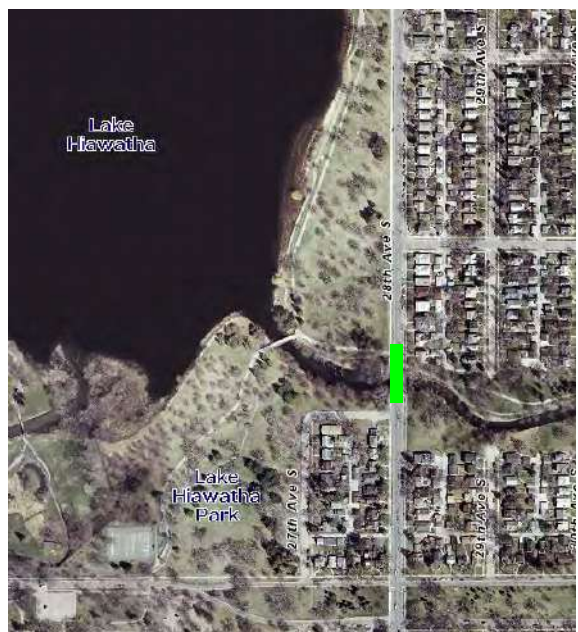
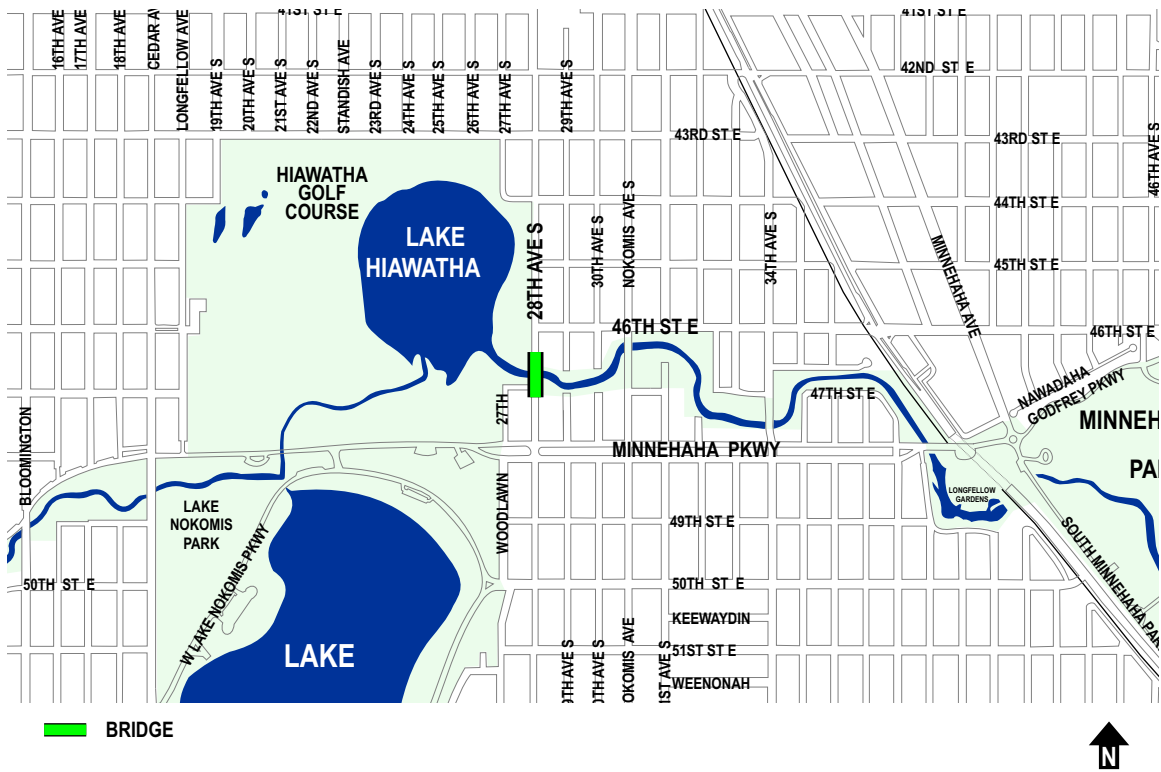
If this is a new project, describe the major project phases and timing anticipated for completing the project:

This project requires Mn/DOT State Aid review and approval and design needs to begin 3 years prior to 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:

Scalability may be limited by outside funding sources

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



Project Title: BR127 Nicollet Ave over Minnehaha Creek
Project Location: 52nd St W to 54th St E

City Sector: Southwest

Project Start Date: 3/16/20

Submitting Department: Public Works

Contact Person: Meseret Wolana

Level of Need: Significant

Affected Wards: 11

Affected Neighborhood(s): Fuller Tangle town

Estimated Project Completion Date: 11/15/21

Department Priority: 40 of 52

Contact Phone Number: (612) 673-3527

Project Description:

This project proposes the major repair and renovation of the Nicollet Avenue 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 13,862 900 vehicles across the bridge.

Purpose and Justification:

The existing bridge has a current Sufficiency Rating of 65.0. 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.

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. Areas of loose and broken concrete are a constant threat of falling onto the underlying roadway, bike path, and creek below; potentially causing injury to people walking or biking, pedestrians or as well as damage to vehicles. 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.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid								
Net Debt Bonds					500	2,370	2,870	
State Government Grants					21,885		21,885	
Total					22,385	2,370	24,755	

Project Title: BR127 Nicollet Ave over Minnehaha Creek**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				3,318	351	3,669
Construction Costs				18,001	1,906	19,907
General Overhead				1,066	113	1,179
Total				22,385	2,370	24,755

Have Grants for this Project been secured? ☐

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

Non-city funding is currently unavailable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
 - Our neighborhoods have amenities to meet daily needs and live a healthy life
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- Equitable systems and policies lead to a high quality of life for all
 - All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

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

This proposal is consistent with the following policies of The Minneapolis Plan, as they relate to reconnecting (and maintaining) link of the bikeway system, maintenance of infrastructure, and historic preservation.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Project Title: BR127 Nicollet Ave over Minnehaha Creek

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Heritage Preservation: Minneapolis will promote the sustainable practice of protecting and reusing our culturally significant built and natural environment, including buildings, districts, landscapes, and historic resources, while advancing growth through preservation policies.

Policy 8.1: Preserve, maintain, and designate districts, landmarks, and historic resources which serve as reminders of the city's architecture, history, and culture.

8.1.1 Protect historic resources from modifications that are not sensitive to their historic significance.

8.1.4 Designate resources recommended for designation from historic surveys and listed on the National Register of Historic Places which have no local protection.

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

Location and Design Review for this project took place on May 24, 2012. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

This project will be coordinated with Mn/DOT State Aid, with the Minneapolis Park Board and neighborhood groups.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, Nicollet Avenue South is in the Bicycle Master Plan as a shared use bikeway.

Is the proposed project on an existing or planned 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 routes. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

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

Yes, the project proposes to improve the sidewalks and bridge railings.

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

Yes, the right-of-way is constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 40

Project Title: BR127 Nicollet Ave over Minnehaha Creek

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? (45,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The 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

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

Not Applicable

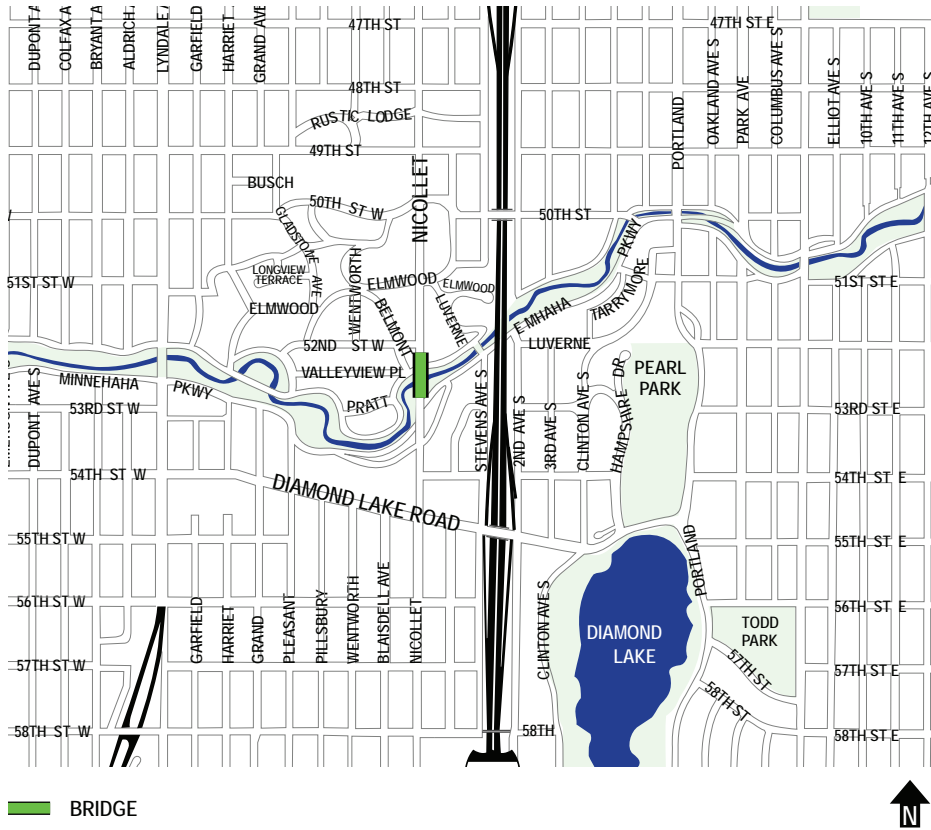
If this is a new project, describe the major project phases and timing anticipated for completing the project:

This project requires Mn/DOT State Aid review and approval and design needs to begin 3 years prior to 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 scalability may be limited by the requirements of potential outside funding.

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



Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

Project Location: on Cedar Lake Road between Morgan Ave and Chestnut Ave City Sector: North Project Start Date: 4/15/21 Submitting Department: Public Works Contact Person: Meseret Wolana Level of Need: Significant	Affected Wards: 5 Affected Neighborhood(s): Various Estimated Project Completion Date: 11/15/22 Department Priority: 44 of 52 Contact Phone Number: 612 673-3527
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Project Description:

This project proposes the rehabilitation of two bridges on Cedar Lake Road which cross the BNSF railroad tracks, the CP Rail railroad tracks, and Bassett Creek. The bridge over CP Rail is a two span steel deck girder structure build in 1982. The bridge is 103 feet long and 50 feet wide. The bridge has a sufficiency rating of 87.9. This bridge is owned by the City of Minneapolis.

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 66.1. This bridge is owned by the BNSF railroad. The City is responsible for bridge maintenance under an existing maintenance agreement with BNSF.

Purpose and Justification:

Timely rehabilitation maintenance of bridges will extend their lifespan and minimize maintenance costs. These two structures require extensive rehabilitation work that is similar in scope and due to their geographic proximity, construction efficiencies can be realized. The scope of work for both structures include mill and overlay of the concrete deck, deck repairs where needed, replacement of bearings, and approach panels. The bridge over CP Rail also needs new expansion joints and the BNSF bridge needs a new railing that meets current standards.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid						305	305	
Net Debt Bonds						815	815	
Total						1,120	1,120	

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					202	202
Construction Costs					865	865
General Overhead					53	53
Total					1,120	1,120

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains existing transportation infrastructure in furtherance of the following City Goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

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

Policies in the City's comprehensive plan that support this project are listed below.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.2 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.

2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.

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

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

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

Location and Design Review has not yet been completed for this project.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

The design features of the rehabilitation work are a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, The Minneapolis Park and Recreation Board, the Bassett Creek Watershed District, BNSF Railroad and CP Rail.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, Cedar Lake Road is designated as striped on-street bike lanes. The CP Rail bridge also passes over the Luce Line Bike Trail.

Is the proposed project on an existing or planned 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, Cedar Lake Road is a fixed Metro Transit Bus Route. 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.

This project will enhance sidewalks and bike paths.

Is the right-of-way constrained 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

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

What is the estimated annual operating cost increase or (decrease) for this project? (1,500)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The operating cost impacts were determined based on the average maintenance cost of the last three years.

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

These improvements will prolong the bridge life by 35 years as long as routine maintenance is performed.

For 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

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

This project requires MnDOT State Aid review and approval. A review of the construction documents by each of the railroads will also be necessary.

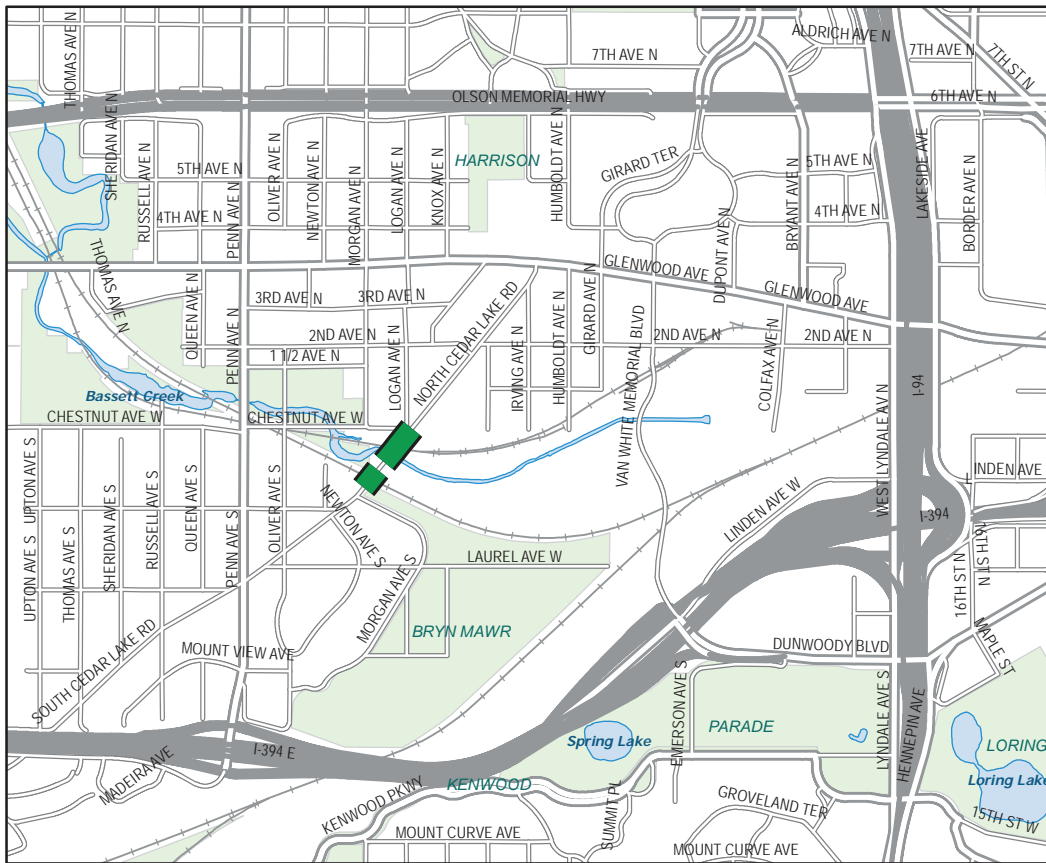
If this is a new project, describe the major project phases and timing anticipated for completing the project:

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 economics of rehabilitation to two bridges simultaneously may disappear if the project is scaled.

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



 Project



Project Title: TR008 Parkway Street Light Replacement

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Bill Prince

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 16 of 52

Contact Phone Number: 612-673-3901

Project Description:

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. It is expected that LED lighting will be included in the project as the fixtures become available.

Based on current anticipated funding levels, approximately 35-40 poles can be fully replaced each year. There are approximately 800 poles remaining to be replaced. Funding may be enhanced and the replacement schedule accelerated should additional funding materialize.

Purpose and Justification:

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast enough rate to catch up on deferred maintenance. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,350	310	270	350	350	350	1,630	350
Park Capital Levy	1,000							
Transfer from Special Revenue Funds	150							
Total	2,500	310	270	350	350	350	1,630	350

Project Title: TR008 Parkway Street Light Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	295	257	333	333	333	1,552
General Overhead	15	13	17	17	17	78
Total	310	270	350	350	350	1,630

Have Grants for this Project been secured? ☐

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

The City has repeatedly applied for Minnesota Bonding Money. To date, the City has received funding for Victory Memorial Drive lights, which were installed in 2010. The City and the Park Board have been working to combine the net debt bond funds with other sources to expedite the replacement of the remaining obsolete poles. The Park Board committed almost \$1.5 million in capital and other funds for 2012 Parkway lighting replacement and has committed \$290,000 for 2013 construction, an estimated \$150,000 for 2014 construction with levels closer to 2014 funding being anticipated for years 2016-2020. 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. No additional Park Board funding is anticipated for 2016 and 2017.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improved street lighting contributes to the Minneapolis goal of connected communities-great spaces & places with thriving neighborhoods. Lighting can promote neighborhood identity, improve pedestrian, bicycle and vehicle safety and promote night time business and cultural activity outdoors.

Living well: Minneapolis is safe and livable and has an active and connected way of life
o High-quality and convenient transportation options connect every corner of the city.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
o All people have access to quality essentials, such as housing, education, food, child care and transportation.

Great Places: Natural and built spaces work together and our environment is protected
o We manage and improve the city's infrastructure for current and future needs.
o Iconic, inviting streets, spaces and buildings create a sense of place.
o We welcome our growing and diversifying population with thoughtful planning and design.

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

Lighting is also part of the urban design component of the Minneapolis Plan for Sustainable Growth, specifically policy 10.17:

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning

Project Title: TR008 Parkway Street Light Replacement

and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.

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

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Public Works coordinates as much as possible with the Park Board on National Scenic Byway and trail projects that may provide a source of additional revenue/matching dollars and coordinate project timelines to maximize efficiency.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

Yes, in some cases the lighting will help make those corridors safer by making pedestrians more visible at night.

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

Not Applicable

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

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project? (6,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$304,359

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

It's estimated that personnel cost would be reduced by \$4,500 and equipment rental by \$1,500. As LED lights are installed savings of \$100 in maintenance and \$25 in electricity per fixture can be anticipated. At 40 poles and fixtures replaced per year the

Project Title: TR008 Parkway Street Light Replacement

annual energy and maintenance savings cost are \$5,000.

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

This project will replace existing lights resulting in a decrease in maintenance 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:

Implementing replacement and painting programs will extend the life of the lighting system.

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

This project will replace existing lights resulting in a decrease in maintenance costs. Implementing replacement and painting programs will extend the life of the lighting system.

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

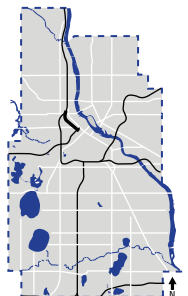
Unspent balances will be applied to construction in 2016 and will be used up by the end of the year.

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:

Money spent now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Portions of the Parkway lighting system have been condemned and turned off until funds are available to provide temporary connections.

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

This project will allow for the existing parkway lighting to be upgraded. The electrical cost of much of the existing system is based on a flat-rate per light. This project installs electrical meters and will more accurately reflect true usage. The quality of lighting will improve and the lighting will be focused down, and along the parkway, instead of upward. LED lighting will be included on years 2015 and beyond. Lights replaced previous will need to have fixtures upgraded over time.



Project Title: TR010 Traffic Management Systems

Project Location: Citywide

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Alan Klugman

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 15 of 52

Contact Phone Number: (612) 672-2743

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 following projects are proposed:

1. Upgrade existing communication links to traffic signals to achieve higher bandwidth
 - * Lyndale Ave S from WB I94 Ramp to Lake St
 - * Lake St S from Market Plaza to Hennepin Ave
2. Install new communication links to traffic signals increase reliability
 - * Lowry Ave N from Lyndale Ave to Marshall Ave
 - * 61st St S from Lyndale Ave to Nicollet Ave
 - * Hennepin Ave S from Lake St to 36th St
3. Install new communication links to traffic signals not currently connected to the TMC
 - * 28th Ave S from 38th St to Minnehaha Pkwy
 - * Lyndale Ave S from 58th St to 61st St
 - * 44th St S from France Ave to Upton Ave

Purpose and Justification:

Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 year old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates over 800 traffic signals and not all are connected to the City's TMC. Part of this program's focus is to install communication links to traffic signals not currently connected to the City's TMC. Depending on the bandwidth demands and site conditions, city staff will install either fiber optic cable or radio communication devices.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants	2,760							
Hennepin County Grants	550		175	350		225	750	
Municipal State Aid	850			320	625	695	1,640	
Net Debt Bonds	825	30	35	360	25	180	630	
Total	4,985	30	210	1,030	650	1,100	3,020	

Project Title: TR010 Traffic Management Systems

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	29	200	981	619	1,048	2,876
General Overhead	1	10	49	31	52	144
Total	30	210	1,030	650	1,100	3,020

Have Grants for this Project been secured? ☐

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

In addition to the City's communication needs for the traffic signal systems, Hennepin County is implementing communication paths to its facilities in Minneapolis. The City and County have successfully partnered on a similar project in 2015/2016 that benefitted both agencies. Initial conversations with the County have indicated that they will participate in the costs for these proposed projects.

Currently there is no federal funding for these projects. City staff will explore applying for future federal funds through Met Council's Regional Solicitation grant process.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project satisfies the following city goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs

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

The above mentioned projects are consistent with policies 2.6.4, 5.4.2 and 5.4.3 of section 4F, Traffic Control & Street Lighting. These policies are as follows:

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.
5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

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

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Hennepin County will be contributing money towards the design and construction of the proposed projects.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 25

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

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$398,322

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

The new communication links require about the same operating and maintenance costs as the existing network.

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

Not Applicable

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

The infrastructure will last for 25 years as long as annual maintenance investments remain the same.

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

The unspent balance is associated with the 2015 Intelligent Transportation System Project (ITS) and controller conversion.

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

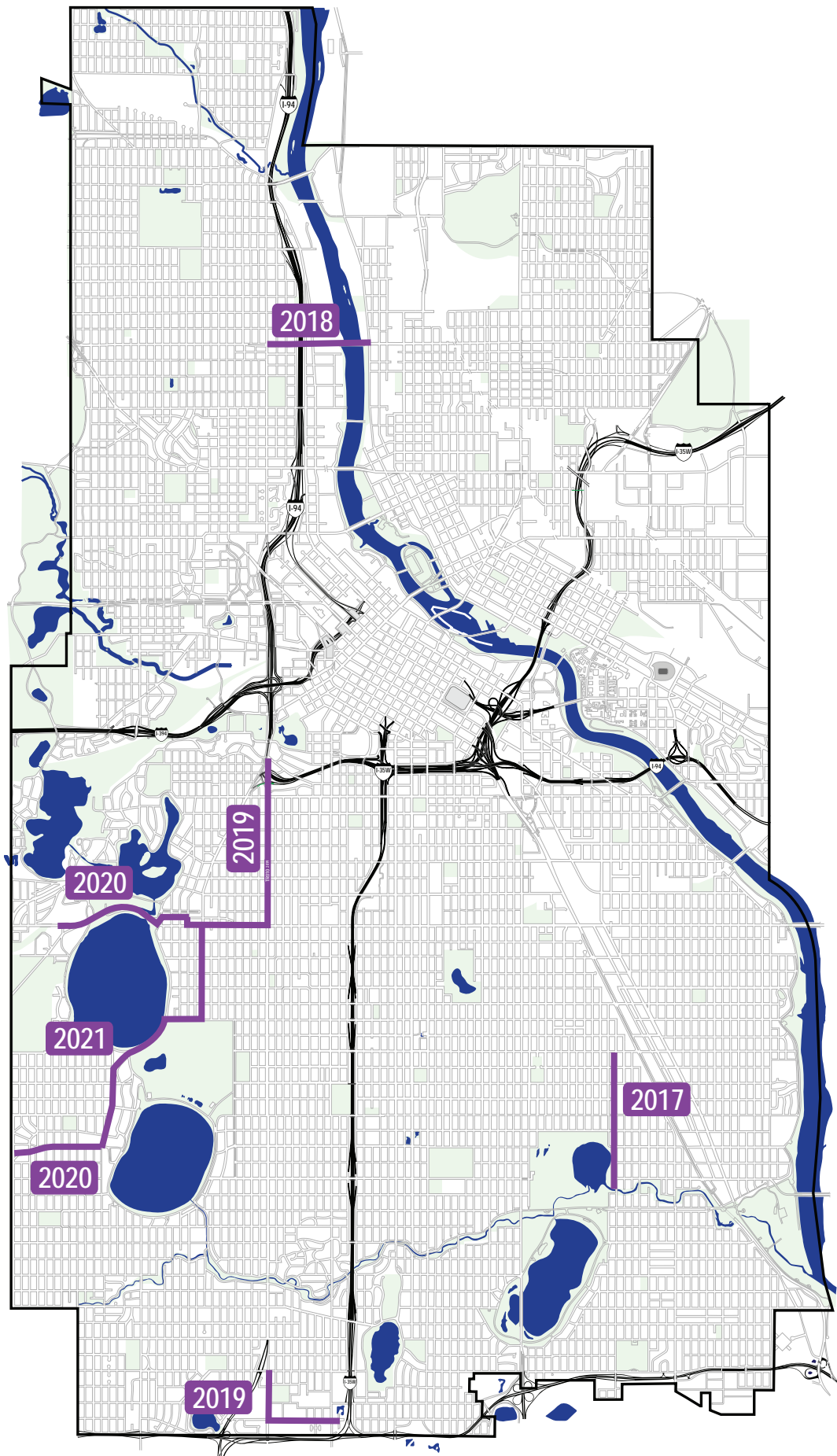
The contractor began working in the fall and construction is expected to be complete by the end of 2016.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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.

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

Not Applicable



Project Title: TR011 City Street Light Renovation

Project Location: Various locations throughout the city

City Sector: Citywide

Project Start Date: 1/2/17

Submitting Department: Public Works

Contact Person: Bill Prince

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 14 of 52

Contact Phone Number: (612) 673-3901

Project Description:

This capital project would continue a multi-year renovation program for the City's existing decorative street lighting facilities. The City of Minneapolis has approximately 7,000 decorative street lighting poles (30-40 ft. heights) distributed throughout the City generally located in commercial areas and along some arterial roadways. The majority of the City's are approximately 40 to 50 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.

Purpose and Justification:

It is imperative that a street light renovation program be maintained. Approximately 30 poles are lost each year due to deterioration of the steel, many of which are not replaced, due to the shortage of available maintenance funding. 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 replaced 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.

The funding proposed for 2020 is a continuation of the program that began in 2005. In 2005, \$1,000,000 was appropriated for this project and all of the money was spent in that year. This is the start of a long-term renovation program, one that will require a substantial investment during the initial 10-year period to get the program underway. It is estimated that it will take \$300,000 annually during the program's early years to renovate units most in need of immediate attention to prevent them from falling over into the street, sidewalk, or onto an adjacent building. As pole conditions are improved, it is anticipated that this program will allow for the purchase of newer light fixture technology, such as LED, which promise great energy savings and longer fixture life. Beginning in 2014, at least half of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested starting in 2019 to facilitate 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.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	2,000	445	625	1,000	1,000	1,000	4,070	1,000
Total	2,000	445	625	1,000	1,000	1,000	4,070	1,000

Project Title: TR011 City Street Light Renovation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	424	595	952	952	952	3,876
General Overhead	21	30	48	48	48	194
Total	445	625	1,000	1,000	1,000	4,070

Have Grants for this Project been secured? ☐

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

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

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

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city, and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts, and transit station areas.

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

Project Title: TR011 City Street Light Renovation

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

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

Describe the economic development impact of the project:

Not Applicable

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

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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

Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

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

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project? (7,500)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$279,713

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

Approximately 500 LED fixtures can be converted per year in the 2016 budget. These should save approximately \$50 per year energy savings and \$50 per year in amortized maintenance savings for a total of \$100 per fixture or \$50,000 per year. Pole painting about 150 poles per year should add 10 years of life per pole at \$30 per year amortized replacement cost for a total of \$45,000. Pole replacements should save \$5000 per year in emergency overtime costs. Total savings of \$100,000 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: TR011 City Street Light Renovation

the full expected useful life of the project:

The street light renovation program will replace poles and bases where necessary and implement a painting program that will extend the service life of a street light pole or base by 5 to 10 years. Fixture changes will comprise half the budget moving forward at an estimated cost of \$550-600 per fixture to convert to LED.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Approximately \$279,000 is unspent from the 2015 program. This will be spent on LED conversion in 2016. The 2016 dollars will be split with 50% LED fixture conversion, 25% pole painting and 25% pole and base replacement.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

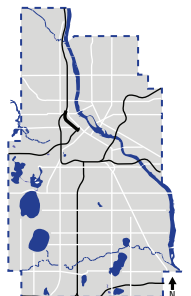
The program began in 2005. This is a multi-year project. Timing of completion is based on available funding.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Money spent now on the replacement and/or painting of light poles and bases will reduce the cost for maintenance of a system that is beyond its service life. The ability to increase or decrease work has been accomplished by adding temporary additional help from the union hall to meet goals.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED lights compared to high pressure sodium has virtually been eliminated and the technology and warranties appear much more reliable and the conversion would have great long term benefits for the City.



Project Title: TR021 Traffic Signals

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Alan Klugman

Level of Need: Important

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 11 of 52

Contact Phone Number: (612) 673-2743

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, install EVP, and countdown pedestrian signals.

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 800 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mastarms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mastarms 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. This program also identifies locations where emergency vehicle priority equipment can be installed. Priority vehicle control provides emergency vehicles priority treatment at signalized intersections to improve emergency services through the reduction of travel times and delay at signalized intersections.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants	2,400							
Hennepin County Grants	775	300	300	125	125	125	975	125
Municipal State Aid	1,240	235		125	125	125	610	125
Net Debt Bonds	8,420	1,335	1,275	1,500	1,550	1,750	7,410	1,500
Other Local Governments	600							
Total	13,435	1,870	1,575	1,750	1,800	2,000	8,995	1,750

Project Title: TR021 Traffic Signals

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	1,781	1,500	1,667	1,714	1,905	8,567
General Overhead	89	75	83	86	95	428
Total	1,870	1,575	1,750	1,800	2,000	8,995

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has had initial conversations with the County regarding this project. An agreement has not formally been created between the County and City for their contribution to these projects, but the County has told the City they will participate in the costs for this project. The City is also discussing a partnership with MnDOT to address traffic signals along State Trunk Highways. It is anticipated that 26 signals along University Avenue NE and Central Avenue NE will be constructed in 2016-2018 as a part of a partnership with MnDOT.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains and improves the efficiency of existing infrastructure, improves motorist and pedestrian safety, and reduces impacts on the environment—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Project Title: TR021 Traffic Signals

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

This project maintains street infrastructure and improves the quality and condition of public infrastructure by replacing aging and obsolete traffic signal system equipment. The equipment that is or has failed will be replaced with new equipment, improving the condition of the overall public infrastructure.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 24, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City and County have a Routine Maintenance Agreement that states the City will operate and maintain each traffic signal that are on County roadways and the County will pay for a portion of the operation and maintenance. The City is requesting that the County contributes additional capital funding to pay for the controller replacement on County roadways. The County has agreed to provide additional funding. The City is also discussing a partnership with MnDOT to address traffic signals along State Trunk Highways.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 25

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project? (20,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$917,895

Describe how operating cost increases or decreases were determined and include details such as personnel costs,

Project Title: TR021 Traffic Signals

materials, contracts, energy savings, etc:

In general, the cost to maintain the signal system will be reduced by \$20,000 per year. The replacement of aging and obsolete traffic signal system equipment will reduce the amount of money spent on maintenance for the replacement of failing equipment, while also reducing personnel time spent maintaining the aging and obsolete traffic signal system equipment. This would free up more time that can be used on previously understaffed work activities.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The unspent balance has been reserved to fund the City's local matches associated with the federally funded signal projects which will start construction in 2016. The remaining amount is for projects that began in 2015 and will be completed by the end of 2016.

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 most that can be spent in a given year is \$5,000,000 given limited staff and equipment, but there is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers each year. There is flexibility to decrease future funding, but this would limit the replacement of traffic signal equipment and result in more maintenance costs (operating and personnel time) being spent on aging and obsolete equipment.

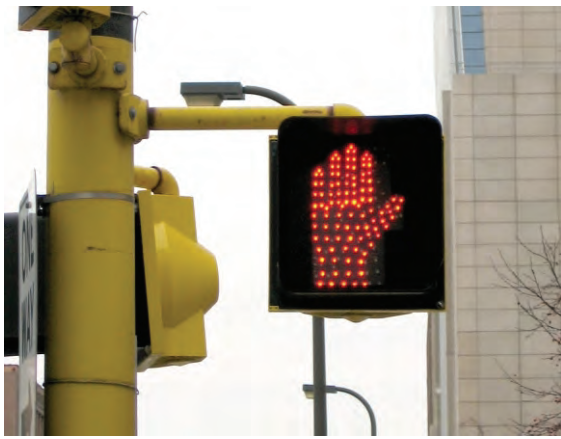
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Below is a list of Trunk Highway signals being replaced (2016-2018) as part of TR021:

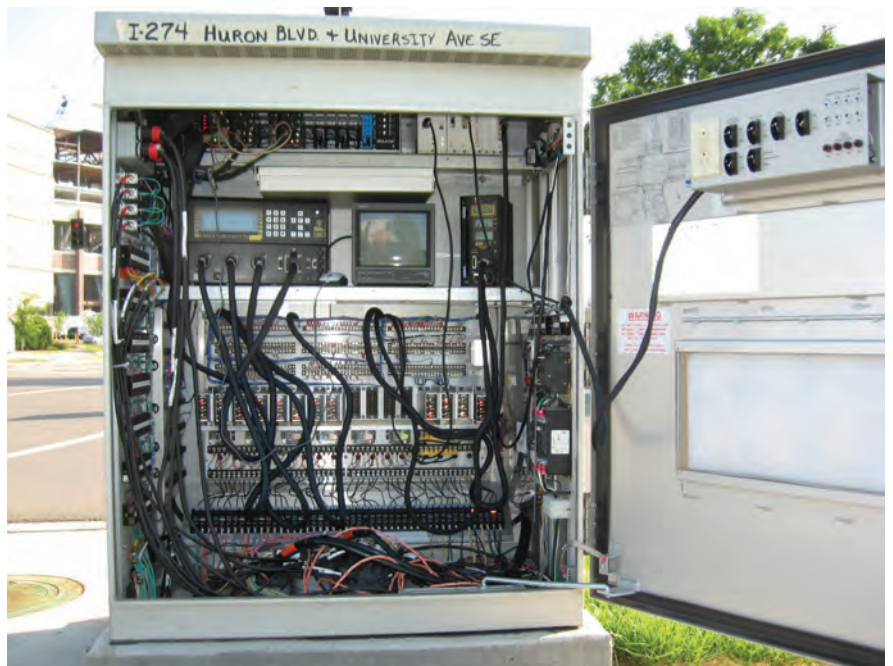
1. 3rd Ave S & 2nd St S
2. 3rd Ave S & 1st St S
3. Central Ave & 2nd St SE
4. Central Ave & University Ave
5. Central Ave & Hennepin/5th St
6. Central Ave & Spring St
7. Central Ave & Broadway
8. Central Ave & 14th Av NE
9. Central Ave & 18th Av NE
10. Central Ave & 19th Av NE
11. Central Ave & 20th Av NE
12. Central Ave & 22nd Av NE
13. Central Ave & 24th Av NE
14. Central Ave & 27th Av NE
15. Central Ave & 29th Av NE
16. Central Ave & St Anthony
17. Central Ave & 35th Av NE
18. University Ave & Hennepin Av
19. University Ave & 1st Av NE
20. University Ave & 3rd Av NE
21. University Ave & 5th Av NE
22. University Ave & 8th Av NE
23. University Ave & Broadway

Project Title: TR021 Traffic Signals

24. University Ave & 13th Av NE
25. University Ave & 17th Av NE
26. University Ave & 20th Av NE



Regular Ped Signal



New Signal Controller and Cabinet



Pedestrian Signal with Count-down Timer



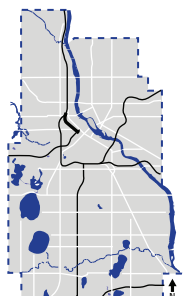
Old Traffic Signal Pole



New Traffic Signal Pole



Accessible Pedestrian Signal



Project Title: TR022 Traffic Safety Improvements

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Allan Klugman

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 2 of 52

Contact Phone Number: (612) 673-2743

Project Description:

The goal of this program is to increase safety for traffic, bicyclists, and pedestrians. The primary method of improving safety is by upgrading deficient signal systems. Many traffic signals in the City lack overhead signal indications on mastarms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2017-2021. In addition to adding an overhead signal, these projects will upgrade the entire signal system to have state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Intersections with bicycle and pedestrian crashes will be evaluated and signal operations can be modified to improve safety.

Additional safety projects include:

- installing durable pavement markings;
- updating or replacing existing street lights and bridge navigation lighting under various bridges/viaducts throughout the City;
- modifying street signs to comply with State and Federal standards;
- installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets;
- improving the condition and quality of bicycling and walking environments that provide access to and from schools.

Purpose and Justification:

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mastarms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants	5,065	1,640	3,075				4,715	
Hennepin County Grants	1,285	30	20		400		450	
Municipal State Aid	1,895	145			290	650	1,085	
Net Debt Bonds	3,975	190	645	480	590	730	2,635	
Other Local Governments	122							
State Government Grants	46							
Total	12,388	2,005	3,740	480	1,280	1,380	8,885	

Project Title: TR022 Traffic Safety Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	1,910	3,562	457	1,219	1,314	8,462
General Overhead	95	178	23	61	66	423
Total	2,005	3,740	480	1,280	1,380	8,885

Have Grants for this Project been secured? ☒

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and is receiving federal funding through the Highway Safety Improvement Program (HSIP) application. The funding will be available in 2014-2019. The Federal government will provide 90% of the construction cost, with the City providing the remaining 10%.

The City has requested that Hennepin County contribute funding and it is anticipated that an agreement will be reached.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project maintains and improves the efficiency of existing infrastructure, improves motorist and pedestrian safety, and reduces impacts on the environment—in furtherance of the following City Goals:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

Project Title: TR022 Traffic Safety Improvements

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 24, 2010. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The two project partners for the traffic signal overhead addition projects are the Federal Highway Administration (FHWA) and Hennepin County. FHWA will give approval of the plans, specifications, and estimates that will be needed for construction, as well as 90% of the funding for each project. The City is requesting Hennepin County contribute funding to each project.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, some of the intersections identified are located along bicycle routes.

Is the proposed project on an existing or planned 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, some of the intersections identified are located along future transitways and high volume pedestrian corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Some of the intersection improvements may improve non-motorized safety.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, the right-of-way is constrained at most intersections. Innovative design strategies will be explored if appropriate.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project? 6,000

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$377,156

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Overhead signal additions would increase operating costs by \$15.00 per unit per year. There are 60 overhead signal structures proposed for construction from 2017 to 2021.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The increased maintenance 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:

The expected useful life of the infrastructure will be achieved if the maintenance costs listed above are invested.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The expected useful life of the infrastructure will be achieved if the maintenance costs listed above are invested.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The unspent balance is designated for signal projects that were designed in 2015 and will begin construction in 2016.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 most that can be spent in a given year is \$5,000,000 given limited staff and equipment, but there is some flexibility to increase the amount of funding for each year to help expedite some projects. There is very little flexibility to decrease the amount of funding in 2017 and 2018, as federal funding for HSIP requires a 10% match for construction costs. Any reduction in funding for these years may result in the delay of these projects.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Below is the list of locations where overhead signals will be installed.

YEAR	INTERSECTION
2017	7th Street S & 3rd Avenue S
2017	7th Street S & 5th Avenue S
2017	7th Street S & Portland Avenue S
2017	7th Street S & Park Avenue S
2017	7th Street S & Chicago Avenue S
2017	7th Street S & 11th Avenue S
2018	6th Street N & 1st Avenue N
2018	6th Street S & Hennepin Avenue S
2018	6th Street S & 3rd Avenue S

Project Title: TR022 Traffic Safety Improvements

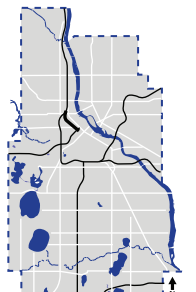
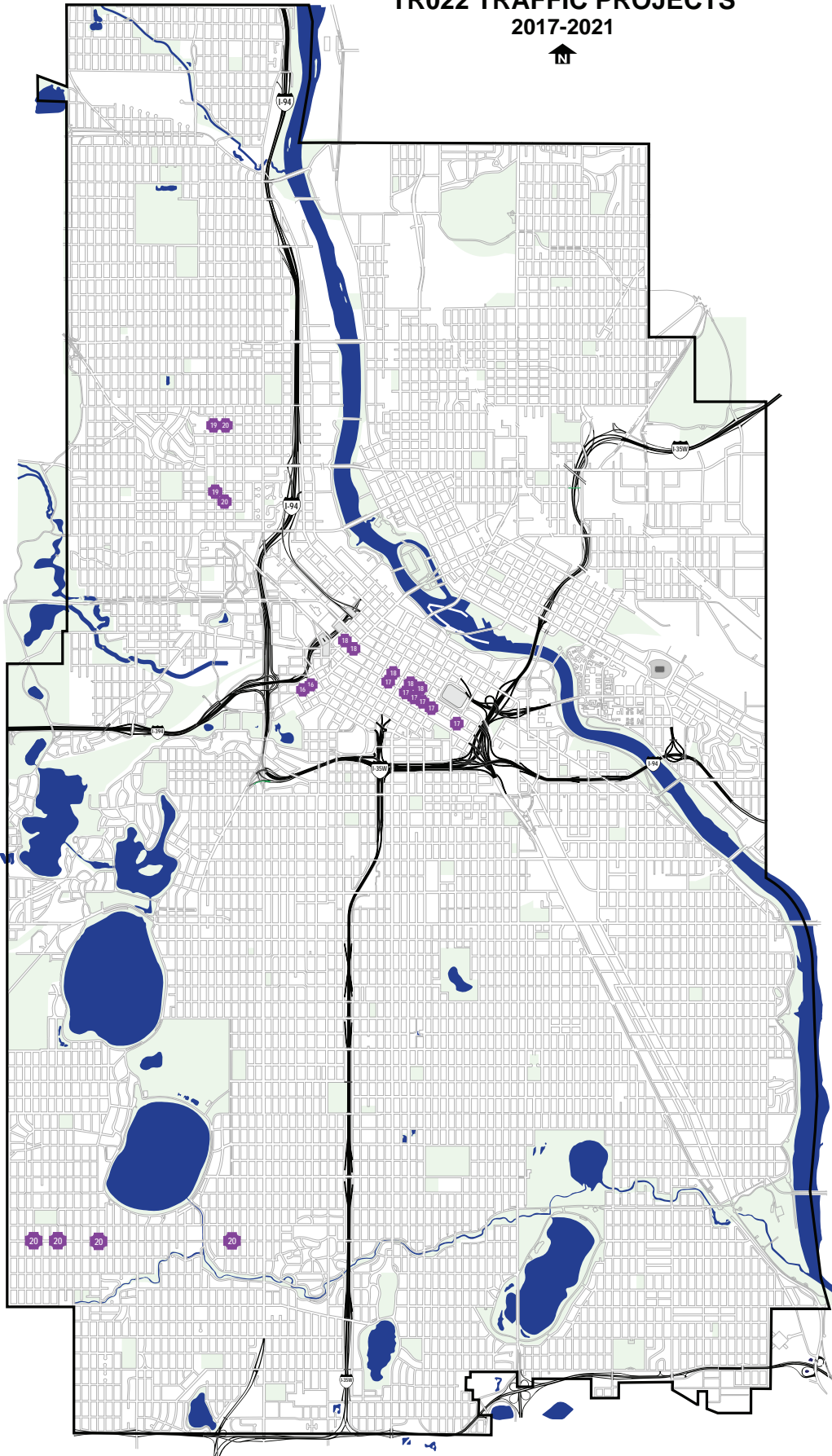
2018 6th Street S & 5th Avenue S
2018 6th Street S & Portland Avenue S
2019 Fremont Avenue & 17th Avenue N
2019 Fremont Avenue & 24th Avenue N
2020 Emerson Avenue N & 16th Avenue N
2020 Emerson Avenue N & 24th Avenue N
2020 50th Street S & Dupont Avenue S
2020 50th Street S & Upton Avenue S
2020 50th Street S & Zenith Avenue S
2020 50th Street S & Chowen Avenue S
2021 Hennepin Ave S & 13th St
2021 Hennepin Ave S & Spruce St

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 a signalized intersection. 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

TR022 TRAFFIC PROJECTS

2017-2021



Project Title: TR024 Pedestrian Street Lighting Corridors

Project Location: Various construction projects in the City
City Sector: Citywide
Project Start Date: 4/14/17
Submitting Department: Public Works
Contact Person: Bill Prince
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 11/15/21
Department Priority: 19 of 52
Contact Phone Number: (612) 673-3901

Project Description:

The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's and remove the property assessment and owner petition requirements to provide for City funding of these PSLC improvements.

Purpose and Justification:

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's was assessed to abutting property owners requiring a supermajority 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 project allows for some accelerated installation of pedestrian-level street lighting on PSLCs, which are not part of the current street reconstruction program. At current 2015 costs per installed street light, the requested \$500,000 per year would allow for between 50 and 60 poles/fixtures annually to be installed on PSLC's.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,500	445	450	500	500	500	2,395	500
Total	1,500	445	450	500	500	500	2,395	500

Project Title: TR024 Pedestrian Street Lighting Corridors

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	424	429	476	476	476	2,281
General Overhead	21	21	24	24	24	114
Total	445	450	500	500	500	2,395

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Improved street lighting contributes to the following city goals:

Living Well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- Neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses – big and small – start, move, stay, and grow here

- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations by reducing consumption, minimizing waste, and using less energy
- We manage and improve the city's infrastructure for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city, and promote environmentally friendly lighting systems.

10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.

10.17.3 Encourage pedestrian-scale lighting throughout neighborhoods, as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.

10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts, and transit station areas.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Project Title: TR024 Pedestrian Street Lighting Corridors

Location & Design Review was conducted on April 16, 2015, and formal action was taken by the Planning Commission on May 1, 2015.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Public Works coordinates as much as possible with other projects that may provide a source of additional revenue/match dollars and coordinates project timelines to maximize efficiency. Pedestrian street lighting is added along with street reconstruction projects and private development projects in some areas. Minneapolis works closely with other governmental and non-profit partners to help fund street lighting.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, many of the corridors that will be lit are on the bike plan.

Is the proposed project on an existing or planned 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, 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.

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

Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furniture zone behind the curb.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 35

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$71,776

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Public Works will adjust operating expense requests as the number of street light poles increases, but expects future operational savings in the existing street lighting system as existing fixtures are converted to LED. Some marginal energy savings from replacing pre-existing wood pole lighting, but added LED poles should offset that savings

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Project Title: TR024 Pedestrian Street Lighting Corridors

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 new street lights installed under the pedestrian corridor light improvement will include LED lights to ensure an expected 20 year fixture life. New pole specifications should ensure an expected 30 year pole life.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This was a new project starting in 2014 with an available initial balance of \$500,000.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

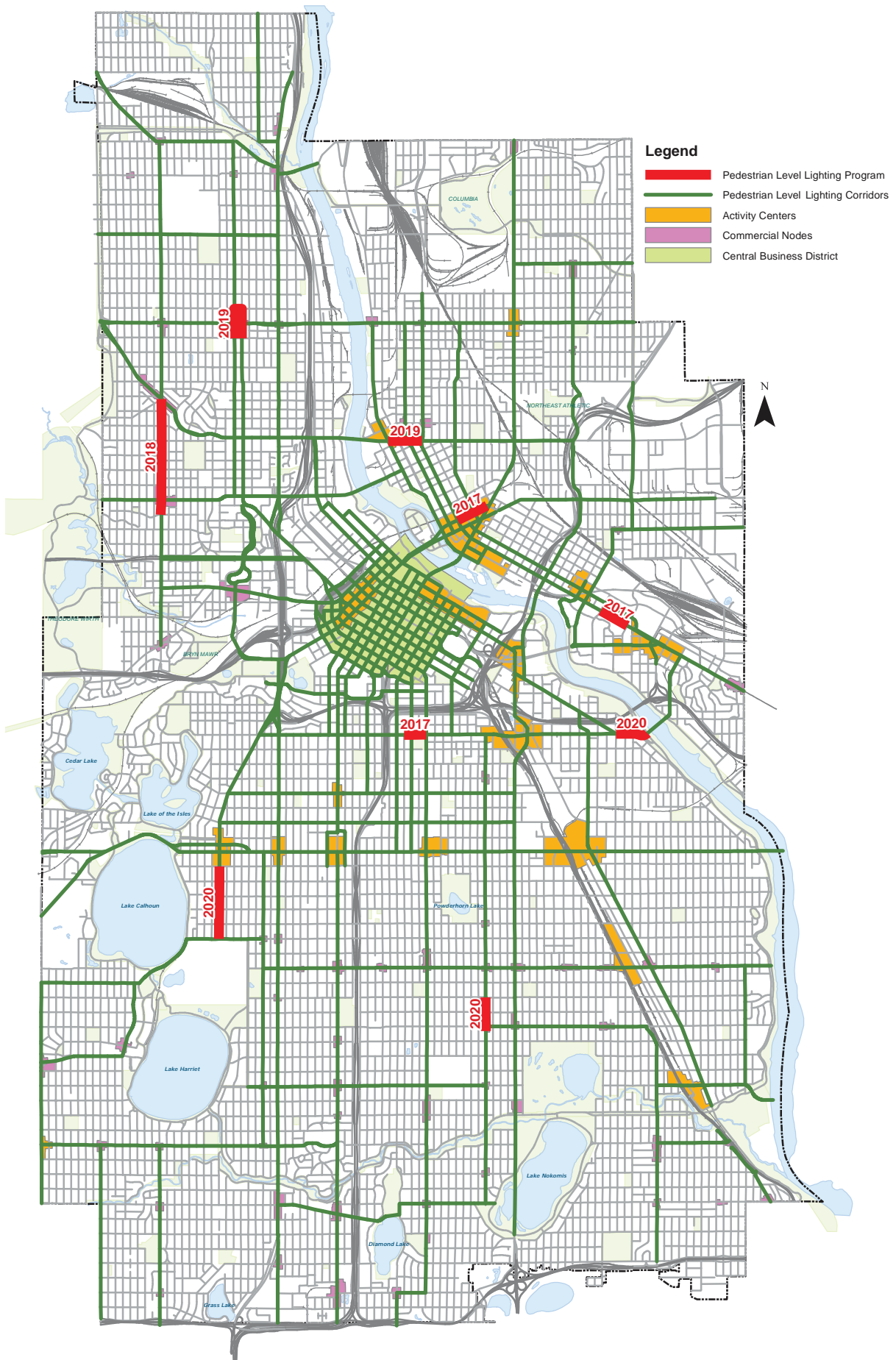
The 2014 and 2015 funds have been spent with the following corridors completed: Emerson Avenue North and Fremont Avenue North between Plymouth and Broadway, Chicago Avenue South between 34th Street East and 39th Street East, including one block on each side of 38th Street East. Bloomington Avenue South between 24th Street and 26th Street is about 70% complete with half of the poles installed and all underground boring 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:

Public Works could install around 100 poles per year for a total of \$850,000 per year expected max spending, contingent on other projects.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Pedestrian, bicyclists, transit users, and motorists will benefit from this project. Residents and businesses along corridors with street lighting in the past have used their street lighting to enhance their neighborhood identity using banners and holiday lighting.



Project Title: TR025 Sign Replacement Program

Project Location: Citywide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/14/17	Estimated Project Completion Date: 11/15/21
Submitting Department: Public Works	Department Priority: 12 of 52
Contact Person: Timothy Drew	Contact Phone Number: 612 673-2152
Level of Need: Significant	

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.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Municipal State Aid	305	305	305	305	305	305	1,525	305
Net Debt Bonds	590	590	590	590	590	590	2,950	590
Total	895	895	895	895	895	895	4,475	895

Project Title: TR025 Sign Replacement Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	852	852	852	852	852	4,262
General Overhead	43	43	43	43	43	213
Total	895	895	895	895	895	4,475

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste, and using less energy
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces, and buildings create a sense of place

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

The installation of new roadway signing and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians navigate the roadway network with more ease.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Project Title: TR025 Sign Replacement Program

Location & Design Review has not been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City has established a partnership with the State to help replace signs on State Trunk Highways and City streets. This effort is in response to the new federal standards for sign reflectivity.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 30

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$590,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This program will only replace existing signs. There will be no change in annual operating cost.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

There will be no change in annual 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:

Not Applicable

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

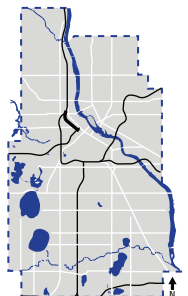
If this is a new project, describe the major project phases and timing anticipated for completing the project:

The 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, which spent down the 2013 TR022 funding and work in 2015 spent down the 2014 TR022 funding. It is anticipated that the same amount of work will take place this year, thus 2016 has been designated as a year to catch up on unspent balances as no money was requested in 2016.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase/decrease funds used, but this would result a in shorter/longer installation timeline.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:





Capital Budget Request

Project Title: TR99R Reimbursable Transportation Projects

Project Location: Various locations throughout the city

City Sector: Citywide

Project Start Date: 1/16/17

Submitting Department: Public Works

Contact Person: Alan Klugman

Level of Need: Desirable

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority:

Contact Phone Number: (612) 673-2743

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:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Reimbursements	3,000	600	600	600	600	600	3,000	600
Total	3,000	600	600	600	600	600	3,000	600

Project Title: TR99R Reimbursable Transportation Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	571	571	571	571	571	2,857
General Overhead	29	29	29	29	29	143
Total	600	600	600	600	600	3,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 30

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: BIK28 Protected Bikeways Program

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Matthew Drydahl

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 10 of 52

Contact Phone Number: (612) 673-3642

Project Description:

This project will implement primarily on-street protected bikeways on selected streets recommended in the Protected Bikeways Update to the Minneapolis Bicycle Master Plan. Sometimes referred to as “protected bike lanes” or “cycletracks”, protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical features..

Purpose and Justification:

Minneapolis is a great city for bicycling. The bicycle network has been expanded significantly in recent years, and a lot of people are biking. However, not everyone feels comfortable and safe riding on a busy street in the same space as cars, even within a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren’t an option. To continue to grow bicycling in Minneapolis, we need to make Minneapolis easier to bike for people of all ages and abilities.

Public Works conducted a feasibility analysis as a part of the Protected Bikeways Update to the Minneapolis Bicycle Master Plan to identify priority corridors for implementation of protected bikeways. The update was partially in response to the City of Minneapolis Climate Action Plan that was adopted in 2013, which recommends implementation of 30 miles of on-street protected bike facilities by 2020. This project includes all recommended protected bikeways in the 2015-2020 timeframe that are not currently funded by other projects within the capital improvement program. These projects include 24.7 centerline miles of protected bikeway facilities, including prior years:

Built in 2015

- 26th/28th St (Portland Ave S to Hiawatha Ave S) – built in 2015
- Oak St (Washington Ave SE to East River Parkway) – built in 2015
- Plymouth/8th St (7th St N to 5th St NE) – built in 2015

2016

- 11th Ave S (6th St S to West River Pkwy)
- Franklin Ave E (Riverside Ave SE to West River Parkway)
- Blaisdell Ave S (31st St E to 40th St E)
- 3rd Avenue S (16th St S to 1st St S)

2017-2020

- 9th St S (Hennepin Ave S to Chicago Ave S)
- 10th St S (Hennepin Ave S to Chicago Ave S)
- 3rd Ave S (Washington Ave S to University Ave SE)
- 26th & 28th St (Hennepin to Portland)
- Park/Portland (West River Pkwy to Franklin)
- Dunwoody Blvd Trail (Van White Blvd to Hennepin Ave)
- Hennepin Ave (Maple St to 12th St)
- Hennepin/1st Ave NE (Washington Ave to 5th St NE)
- Grant St (Willow St to 2nd Ave S)
- University Ave SE (1st Ave NE to Oak St SE)
- Marshall St NE (14th to Lowry)
- 1st Ave S (Grant St to 40th St)
- Blaisdell Ave S (Grant St to 31st St)

Project Title: BIK28 Protected Bikeways Program

- Oak St SE (Washington Ave to Walnut St)

2021

- Projects To Be Determined

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,550	1,250	1,000	1,140	1,940	1,000	6,330	1,000
Total	1,550	1,250	1,000	1,140	1,940	1,000	6,330	1,000

Project Title: BIK28 Protected Bikeways Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	100	100	100	100	100	500
Construction Costs	1,090	852	986	1,748	852	5,529
General Overhead	60	48	54	92	48	301
Total	1,250	1,000	1,140	1,940	1,000	6,330

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Staff is exploring applications for the 2016 Regional Solicitation that could help fund protected bikeways in 2021.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized

Great Places: Natural and built spaces work together and our environment is protected

- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Project Title: BIK28 Protected Bikeways Program

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design for this project occurred on June 4, 2015.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

As the protected bikeway network is developed, bicycle access to commercial areas will be improved, supporting the economic function and viability of the city's commercial areas.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The city will be working with neighborhood and community groups to implement these corridors.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

All of these routes, except W Grant St, are in the 2011 Bicycle Master Plan. All of these routes are in the Protected Bikeways Update to the Bicycle Master Plan.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a car.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

These projects will provide a more comfortable bicycle facility than standard bike lanes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.

Operations & Capital Asset Maintenance:

Project Title: BIK28 Protected Bikeways Program

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 10

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$488,105

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Public Works is still assessing the costs of maintenance for protected bikeways. To date, we have limited experience with protected bikeway maintenance costs as follows: 0.4 miles of trails at \$10,560/centerline mile; 3.7 miles of two-way protected bike lanes on one side of the street at \$52,800/centerline mile, 5.3 miles of one-way protected bike lanes in each direction of travel on two-way streets at \$68,640/centerline mile, and 16.2 miles of one-way protected bike lanes in one direction of travel on one-way streets at \$34,320/mile. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations. As more protected bikeway projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The annual operating expenditures will result in no needed capital improvements.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The remaining bond funding (\$488,105) will be expended during 2016 for the 3rd Ave. Redesign project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

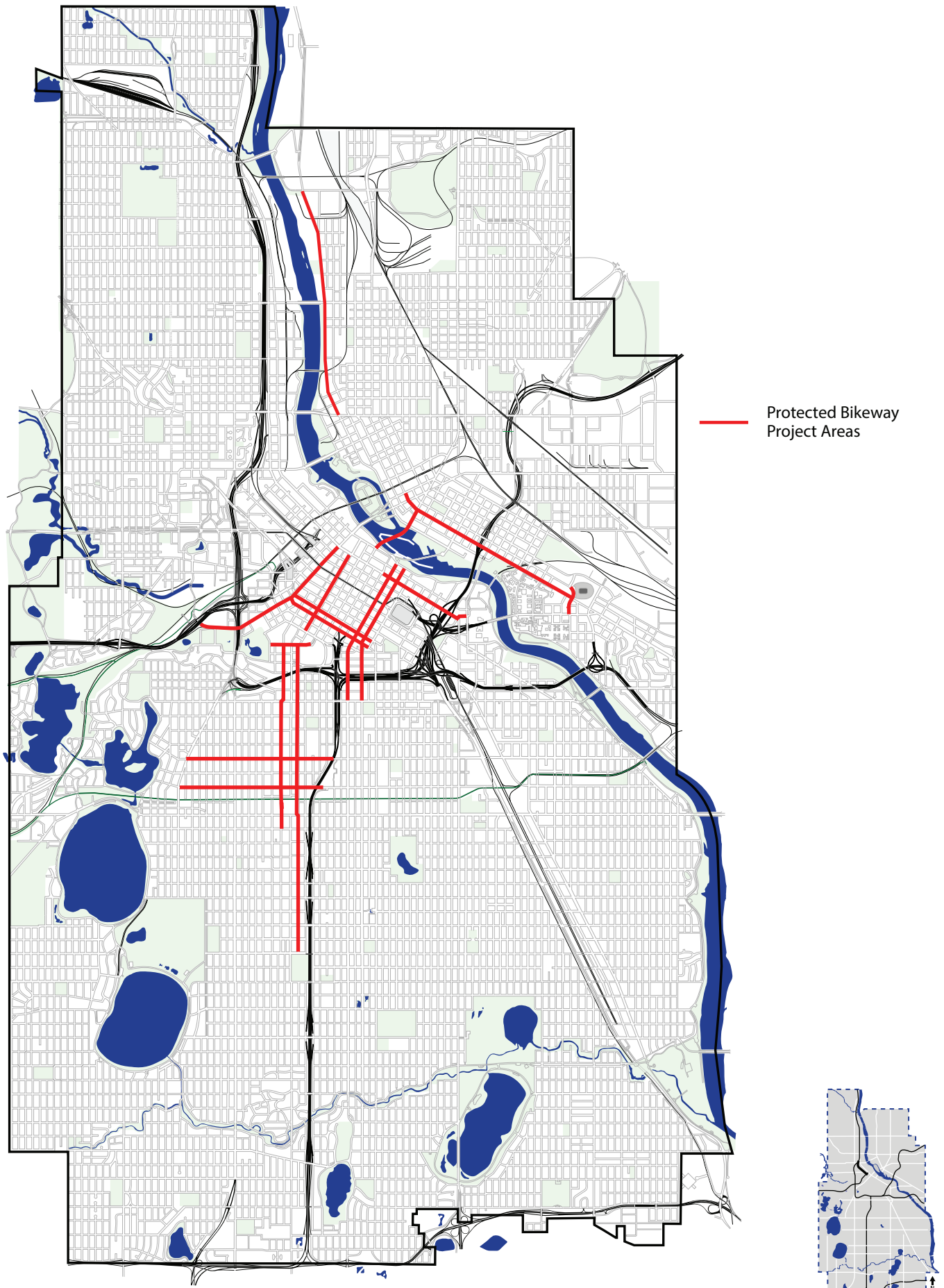
Not Applicable

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 some flexibility, however it is important to not bunch all of the projects into one or two program years to allow for city staff and crews to have a balanced workload.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

These projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.



Project Title: BP001 Safe Routes to School Program

Project Location: Various locations throughout the City.

City Sector: Citywide

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Forrest Hardy

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/21

Department Priority: 9 of 52

Contact Phone Number: 612 673-5951

Project Description:

The City's School Pedestrian Safety Program was initiated in 2005 to improve safety for children during school arrival and dismissal times, and to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades. Funding has been allocated for such improvements within Traffic Safety Improvements Program (TR022) since 2012. While these funds have been successful within their intended capacity, they are insufficient to meet the needs of a strategic citywide Safe Routes to School effort.

Interest in biking and walking has grown substantially in the last few years at many of the city's 140 schools. Minneapolis Public Schools (MPS) has committed a district level staff person to encourage biking and walking efforts at its schools, and staff at the schools also has a growing role. Organized walk and bike to school efforts are now common throughout the city. Also, MPS has an expanding bike fleet to help support bicycle education and training classes. This bicycle fleet rotates to different schools on a monthly basis and has had a long waiting list since its inception, which is a testament to its demand. In support of these efforts, Public Works led the development of a citywide Walking Routes for Youth map, released in 2014. This map builds upon the network of bicycle boulevards found within the City's 2011 Bicycle Master Plan, and serves to connect schools, parks, libraries and other youth oriented destinations throughout the city. The routes are served by existing bicycle and pedestrian enhancements along local streets as well as at arterial crossings. Building upon this existing foundation, these routes are a tool to guide and prioritize additional Safe Routes infrastructure investments throughout the city.

The primary objective of this Safe Routes to School program is to increase safety 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 8th Grade. However, families with young children, high school students, 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 infrastructure. This includes the successful award of six Safe Routes grant opportunities, amounting to roughly \$1.4 million in external funding to the City. Until 2014, federal Safe Routes funding covered 100% of the construction cost of an awarded project. Currently legislation specifies that a 20% local match is required for construction, and other soft cost items such as design engineering are no longer eligible for reimbursement.

In the past, the City's bicycle boulevard facilities were not specifically identified as Safe Routes infrastructure, though many of them serve schools. These facilities were primarily funded through the federal Non-Motorized Transportation Pilot program and other non-Safe Routes specific funding sources. While great progress has been made on this network of facilities, there is currently no local funding source that can be utilized for their continued development. Bicycle boulevards are fairly capital intensive compared to traditional bike lanes, or paint and delineator protected bike lanes. Successful bicycle boulevards include traffic volume and speed management control such as diagonal diverters, island diverters, traffic circles, curb extensions, speed humps and signal modifications. Many of these enhancements have a supplemental benefit to pedestrians along the corridor as well. The Safe Routes program will also enhance arterial crossings with pedestrian shelter medians, pedestrian activated warning devices, curb extensions and similar treatments. These arterial improvements also provide a dual benefit to bicyclists and pedestrians. Each project will be prioritized according to commonly established Safe Routes to School criteria including, reported safety concerns and crash data, potential student usage, existing bike/walk programs at the school, traffic volumes, inadequate crossing gaps, and other site conditions.

Anticipated projects within this program are as follows:

2017: Andersen School Bikeway & Pedestrian Crossings (26th St E, 28th St E, 11th Ave S, 12th Ave S)

2017: Seward Montessori Bike Boulevards (29th Ave S & 24th St E)

2018: 24th St E Bike Boulevard (Minnehaha Ave S – 28th Ave S)

Project Title: BP001 Safe Routes to School Program

2018: Southwest High Pedestrian Crossings (Xerxes Ave S at 47th St W)

2019: (Whittier/Jefferson School Pedestrian Crossings (26th & 28th St W, Hennepin – Blaisdell)

2019: Anthony/Kenny School Pedestrian Crossing (Irving Ave S at 58th St W)

2020: Green & Field School Walking Routes (4th Ave S, 35th St E – 42nd St E)

2021: 16th Ave N Bike Blvd (Aldrich Ave N – Xerxes Ave N)

2021: Northeast Minneapolis Bike Boulevard Enhancements (Various locations)

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		450	400	400	400	400	2,050	400
Total		450	400	400	400	400	2,050	400

Project Title: BP001 Safe Routes to School Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	404	356	356	356	356	1,827
General Overhead	21	19	19	19	19	98
Total	450	400	400	400	400	2,050

Have Grants for this Project been secured? ☒

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Over the previous five years, one to two Safe Routes grant funding opportunities have been released per year from federal, state and county sources. The City has received an award in four out of the last six solicitations, with one additional application pending. Two additional applications are expected to be placed in the upcoming Regional Solicitation later this year. It can be expected that the City will continue to construct one to two Safe Routes projects per year through a combination of the proposed capital program and external funding sources.

The City currently has two Safe Routes awards for the 2017 construction year for which the source of local match dollars has yet to be identified. The local funding required is approximately \$395,000 in 2017.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project increases safety and livability within the city's neighborhoods by providing pedestrian and bicycle facilities oriented towards children and families. These types of facilities help promote an active and connected way of life by enhancing the walking and biking environment within Minneapolis neighborhoods, and by promoting more trips to local destination by foot or bike. The benefits of this Safe Routes program will be realized throughout the city in an equitable manner, and will be experienced by residents of every age group. The following Minneapolis goals are applicable in this respect:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- All people, regardless of circumstance, have opportunities for success at every stage of life.
- Equitable systems and policies lead to a high quality of life for all.
- All people have access to quality essentials, such as housing, education, food, child care and transportation.
- Residents are informed, see themselves represented in City government and have the opportunity to influence decision-making.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We sustain resources for future generations by reducing consumption, minimizing waste and using less energy.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.
- We welcome our growing and diversifying population with thoughtful planning and design.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including

Project Title: BP001 Safe Routes to School Program

specific policy references:

The proposed Safe Routes to School program is consistent with a broad range of goals and policies in the Minneapolis Comprehensive Plan. These include the transportation, environmental, and public service goals as outlined below. Policy 5.2.8 specifically mentions City investment in Safe Routes to School infrastructure. Policies 2.3 and 2.5 support investments in “safe, comfortable and pleasant” walking and biking routes in order to encourage these modes of travel in the city. Policy 2.2.1 supports the City’s designation of certain local streets as bicycle boulevards, in that bicycle traffic is identified as the modal priority on these particular routes. Many of the other policies shown below also support the goals and purpose of a Safe Routes to School Program.

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.

2.2.1 Identify modal priorities on each street to improve the overall effectiveness of each element of the transportation network.

Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.1 Complete a network of on- and off-street primary bicycle corridors.

2.5.2 Strive to accommodate bicycles on all streets. When other modes take priority in a corridor, provide accessible alternate routes.

2.5.7 Promote motorist awareness and bicycle safety education campaigns.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.2: Support the efforts of public and private institutions to provide a wide range of educational choices for Minneapolis students and residents throughout the city.

5.2.4 Connect residents to educational opportunities throughout the city, including magnet schools, community education, early childhood family education, post-secondary education, and vocational and higher education.

5.2.5 Encourage the use of public transportation as a means of connecting students to educational opportunities throughout the city.

5.2.8 Provide infrastructure (sidewalks, crosswalks, signage, etc.), education, and enforcement to ensure safe routes to neighborhood schools.

Policy 5.3: Support a strong library system with excellent services, programs, and collections to meet a variety of informational and educational needs

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city’s infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.8.3 Effectively engage the public when making decisions that create, remove, or change a city service, project, or policy.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city’s resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

Project Title: BP001 Safe Routes to School Program

6.2.4 Endorse the use of alternative modes of transportation such as walking, bicycles, public transit, car and bike share programs, and carpools, as well as promote alternative work schedules.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review will take place in 2016.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Safe Routes to School within Minneapolis is a collaborative, interagency effort between Minneapolis Public Schools (MPS), Public Works, Police Department, and Health Department among other partners. Since 2009, these partners have met at a monthly Safe Routes to School Work Group whereby pressing issues from the various 5E's are discussed (Education, Encouragement, Enforcement, Engineering, Evaluation). This collaboration has been integral for addressing the complex, multifaceted issue of how to encourage more students to walk and bike to school, and how to provide students with a safe walking and biking environment. This commitment from agency partners has made Safe Routes efforts within Minneapolis a model for cities statewide.

MPS staff provides coordinated programming efforts to encourage the use of the City's Safe Routes infrastructure investments, and to generally increase walking and biking to and from public schools. Staff at the Minneapolis Health Department (MHD) function in a similar capacity for many of the city's private and charter schools. Minneapolis Police Department provides support through their Bike Cops for Kids and Police Activity League programs. They also provide enforcement surrounding school arrival and dismissal operations, and within the city at large. Additionally Hennepin County, MNDOT and FHWA are agency partners that have jurisdiction over various roadways in the city and who administer Safe Routes grant funding to municipalities.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

All of the proposed bicycle boulevard projects are indicated as such within the City's Bicycle Master Plan.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Most of the projects are on low-volume local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the focus of this program is on enhancing bicycle and pedestrian facilities to connect schools, parks and other neighborhood destinations throughout the city. This will include bicycle boulevard improvements, pedestrian crossing treatments along arterials, and the potential for short sidewalk segments or trail gap infill, among other enhancements.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Project Title: BP001 Safe Routes to School Program

Right-of-way is typically constrained on local streets within the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortably share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists, and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shift the existing travel lane and eliminating several on-street parking spots.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 25

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project? 1,000

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

A typical project within this program would add an additional \$1000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair.

Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

There is no net change in the annual operating budget, the existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

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 degree of scalability/flexibility depends upon grant funded commitments within a given program year. There are currently two Safe Routes commitments scheduled for 2017 which are expected to utilize the entire portion of proposed capital funding for that year. The size, scope, and availability of grant funds for each project will determine the maximum amount that could be spent in a given year.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

More information on is available at the following websites:

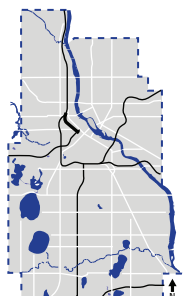
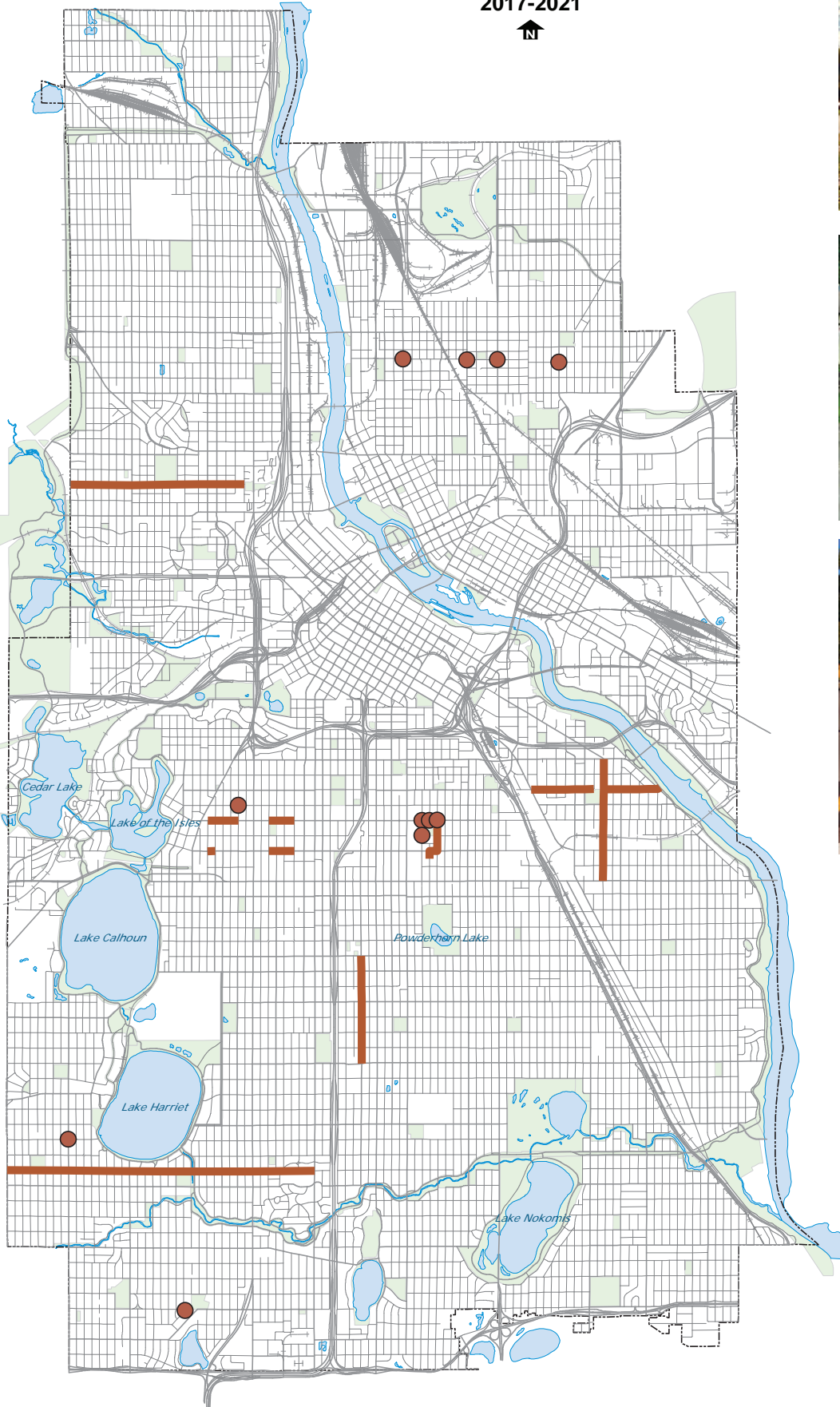
Minneapolis Public Works - <http://www.minneapolismn.gov/publicworks/saferoutes/index.htm>

Minneapolis Public Schools - <http://emss.mpls.k12.mn.us/sr2s>

CITY OF MINNEAPOLIS

BP001 Safe Routes to School Program

2017-2021



Project Title: BP002 Prospect Park Trail

Project Location: Along the railroad corridor and I-94 from Franklin Ave SE to 27th Ave SE

City Sector: East

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Don Pflaum

Level of Need: Important

Affected Wards: 2

Affected Neighborhood(s):

Estimated Project Completion Date: 11/15/22

Department Priority: 46 of 52

Contact Phone Number: 612 673-2129

Project Description:

This project involves the acquisition of an abandoned railroad corridor between Franklin Ave SE and 27th Ave SE and construction of a multi-use trail. The project involves grading, subgrade work, paving, lighting, signage, and striping. There may be some contaminated soils to be remediated along this corridor due to past land uses.

Purpose and Justification:

The Prospect Park Trail is shown in the 2011 Bicycle Master Plan as a connection between the Prospect Park Neighborhood and the University of Minnesota. The development north of 27th Ave SE will include a multi-use trail that will make the northerly connection to the University of Minnesota. At this time the railroad can only abandon the portion of railroad between 27th Ave SE and Franklin Ave SE. A connection to the Midtown Greenway could be made in the future if additional railroad property were abandoned and acquired.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Federal Government Grants						535	535	
Net Debt Bonds						855	855	
Total						1,390	1,390	

Project Title: BP002 Prospect Park Trail**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					195	195
Construction Costs					1,129	1,129
General Overhead					66	66
Total					1,390	1,390

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Project Title: BP002 Prospect Park Trail

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design has not been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project currently does not have any funding partners. This project will require close coordination with CP Rail.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, it is listed as an off-street trail.

Is the proposed project on an existing or planned 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.

This project will include a new route for both pedestrians and bicycles, while increasing multi-modal connectivity between the University of Minnesota and the Prospect Park neighborhood with a grade-separated crossing of Interstate 94.

Is the right-of-way constrained 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 ROW is constrained. There should be enough space for a multi-use trail along the abandoned railroad corridor.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 60

Year that Operating Incr/(Decr) will take effect? 2023

What is the estimated annual operating cost increase or (decrease) for this project? 6,300

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The maintenance cost is calculated to be \$3.50 per mile per year. The new infrastructure costs will need to be funded with existing operations funding. Given the project length of 1,815 feet, the annual in operating cost is \$6,325.

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 trail.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

A mill/overlay will be required in 20 years. Joint repair mayl be needed in about 10 years.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season; however, acquisition costs may need to be accelerated to purchase the property within the abandonment window of opportunity.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

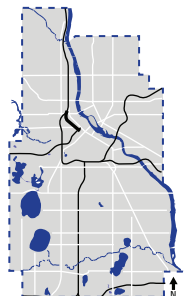
The acquisition of the railroad ROW is time sensitive due to the railroad abandonment process. While this is programmed for 2021, acquisition funds are needed as soon as possible. If the city does not acquire the property within a year it is possible that a private entity could buy the corridor for another purpose.

CITY OF MINNEAPOLIS

BP002 Prospect Park Trail



 Project Location



Capital Budget Request

Project Title: BP003 Midtown Greenway Trail Mill & Overlay

Project Location: Beginning near the Lake Street LRT station (31st St & Chowen Ave) and ending at 5th Ave S

City Sector: Southwest

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Mathew Dyrda

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/21

Department Priority: 50 of 52
Contact Phone Number: 612 673-3642

Project Description:

This project involves the renovation of Phase 1 (2.8 miles) of the Midtown Greenway from 31st/Chowen Avenue to 5th Avenue. This project involves a mill/overlay of the trail surface and new pavement markings.

Purpose and Justification:

The useful life of a regional trail pavement is 20 years. The Midtown Greenway was built in 2000 and the asphalt surface already has numerous cracks and joints that can no longer be remedied with preventative maintenance. A crack seal treatment occurred 5 years ago to help prolong the life of the pavement. The pavement quality is a safety concern for ADA users, for cyclists, and rollerbladers. The trail is used by 2,000-3,000 people per day on an average (non-winter) day and is the primary east-west non-motorized transportation corridor for the neighborhoods south of downtown Minneapolis. This corridor is a major tourism draw (similar to Nicollet Mall or the Sculpture Garden) where a higher quality facility is expected by the public. Unfortunately this type of project is ineligible for many of the state and federal grants available for new trail corridor construction such as the Met Council regional solicitation or DNR funding. In the coming years other trail renovation projects will be needed.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						745	745	
Total						745	745	

Project Title: BP003 Midtown Greenway Trail Mill & Overlay**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					15	15
Construction Costs					695	695
General Overhead					35	35
Total					745	745

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants have been secured at this time

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting.
- Neighborhoods have amenities to meet daily needs and live a healthy life.
- High-quality and convenient transportation options connect every corner of the city.
- Residents and visitors have ample arts, cultural, entertainment and recreational opportunities.

A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here

- We focus on areas of greatest need and seize promising opportunities.
- Infrastructure, public services and community assets support businesses and commerce.

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees have a safe and healthy environment.
- We manage and improve the city's infrastructure for current and future needs.
- Iconic, inviting streets, spaces and buildings create a sense of place.

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly and strategically with each other and with the community.
- City operations are efficient, effective, results driven and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Transportation: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City's land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city's pivotal role as the center of the regional transportation network.

Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.
2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.6 Encourage reconnection of the traditional street grid where possible, to increase connectivity for all travel modes and strengthen neighborhood character.

Policy 2.6: Manage the role and impact of automobiles in a multi-modal transportation system.

2.6.4 Increase the operational efficiency of the roadway network through the use of advanced technologies for traffic operations.

2.6.5 Encourage the design and completion of needed improvements to the street network, including the freeway system, which promote the efficient, safe movement of traffic.

Project Title: BP003 Midtown Greenway Trail Mill & Overlay

2.6.6 Maintain street infrastructure in good condition to maximize the life of existing facilities.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

5.4.4 Encourage the creation of special service districts downtown and in other business districts in order to enhance streetscapes, provide security services, and maintain the public realm.

Urban Design: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.

10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.

10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.

10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design has not been completed for this project.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project currently does not have any funding partners.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

It is listed as an off-street trail.

Is the proposed project on an existing or planned 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 Midtown corridor is identified as planned urban rail transitway.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

This project will improve a popular route for both pedestrians and bicycles of all ages and abilities.

Is the right-of-way constrained 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 and project will work within the existing constraints. No additional right-of-way will be requested.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2021

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not 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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

There are no unspent balances for this project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

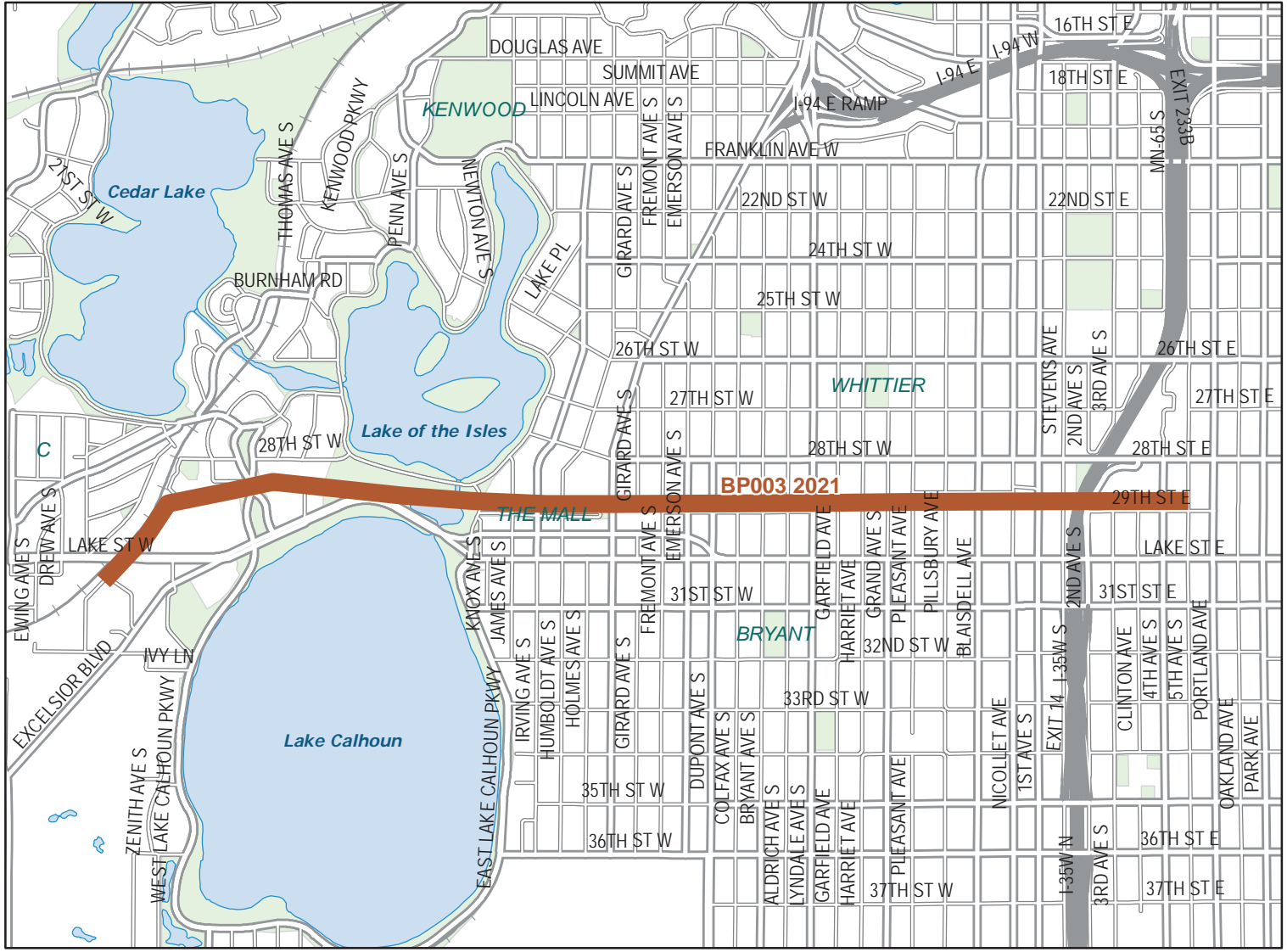
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season. There is flexibility in schedule.

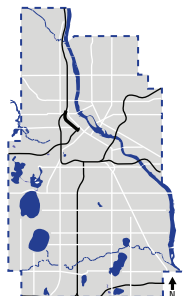
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This could be the beginning of a new program to renovate regional trail pavement surfaces that are approaching or are over 20 years old. Streets requiring a mill and overlay are considered for the capital improvement program, and similar repaving projects are necessary to maintain trail in a state of good repair.

BP003 Midtown Greenway Trail Resurfacing



 Project



Project Title: SA001 Sanitary Tunnel & Sewer Rehabilitation Program

Project Location: City Wide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 1/2/17	Estimated Project Completion Date: 12/31/21
Submitting Department: Public Works	Department Priority: 2 of 2
Contact Person: Kevin Danen	Contact Phone Number: 612-673-5627
Level of Need: Significant	

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. For piping systems, the scope is to supplement the funding of cured in place lining rehabilitation. This work extends the operable life of pipe segments with minimal disruption to the traveling public and other underground and surface infrastructure.

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 the treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

At present, efforts to repair and rehabilitate the sanitary sewer system has concentrated on rehabilitating structural failures to the piping system, providing better access to the deep collection tunnels to allow proper maintenance and major repair maintenance to lift stations. Currently condition assessments have been made to the deep collection tunnels and lift stations with an ongoing effort being made to comprehensively assess the sanitary piping system in order to improve the reliability of the system. The installation of a SCADA system has been identified as a key component in providing efficient management of the lift and pump stations. Based on these assessments the work involved includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, removing system structural flow restrictions and repairing manholes.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Sanitary Bonds	23,750	4,750	4,750	4,750	4,750	4,750	23,750	4,750
Total	23,750	4,750	4,750	4,750	4,750	4,750	23,750	4,750

Project Title: SA001 Sanitary Tunnel & Sewer Rehabilitation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	880	880	880	880	880	4,400
Construction Costs	3,644	3,644	3,644	3,644	3,644	18,219
General Overhead	226	226	226	226	226	1,131
Total	4,750	4,750	4,750	4,750	4,750	23,750

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference

A City That Works – Infrastructure Streets, bridges, sidewalks, sewers, bike lanes & paths – well-managed and maintained

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community. Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Capital Budget Request

Project Title: Sanitary Sewers & Tunnel Rehabilitation Program Project ID: SA001

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan. Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations. Policy 6.10: Coordinate and operate waste management programs that focus on reducing, reusing and recycling solid waste prior to disposal.

6.10.1 Operate waste management practices consistent with the state approved waste management hierarchy.

6.10.2 Follow source reduction criteria in all City operations for new construction, demolition and renovation activities.

6.10.3 Educate citizens about the risks associated with using products that generate hazardous waste.

6.10.4 Minimize use of products in City operations that generate hazardous waste.

6.10.5 Strongly emphasize and promote reduction, reuse and recycling, including the purchase of recycled materials in residential, business and industrial and government operations and building practices.

6.10.6 Encourage deconstruction and construction waste management plans in development proposals and projects to minimize the amount of waste going to landfills and promote sustainable building practices.

6.10.7 Encourage reuse of existing materials or use of products with recycled content materials for city purposes, including new

Project Title: SA001 Sanitary Tunnel & Sewer Rehabilitation Program

construction or renovation projects.

6.10.8 Encourage standards for product purchase decisions based on selecting products that have high post-consumer and pre-consumer recycled material content, long product life expectancy, and product life cycles with minimal environmental impacts, and high potential for reuse or recycling.

6.10.9 Educate residents and property owners about the benefits of recycling, and of properly composting and reusing yard wastes and organic plant-based food waste.

6.10.10 Provide seasonal yard waste collection services from spring through fall.

6.10.11 Assign waste that cannot be reused, recycled or composted to facilities that recover some of the energy value in garbage.

6.10.12 Use landfilling as a last alternative for waste disposal.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 50

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project? (100,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$4,541,226

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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

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

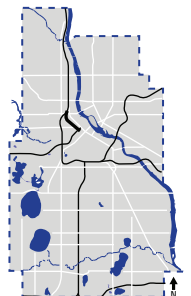
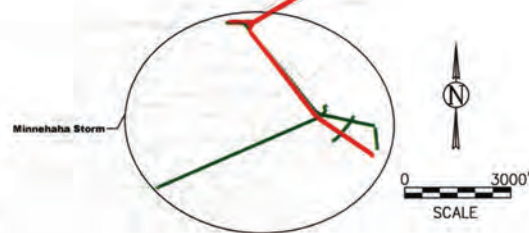
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This 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.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Minneapolis Public Works Tunnel Management Program
Benefits of Preventative Maintenance

SA001 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.



Capital Budget Request

Project Title: SA036 Infiltration & Inflow Removal Program

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/2/17

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 1 of 2

Contact Phone Number: 612-673-3617

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) permit. 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 I&I surcharge program is based on peak flow from the city sanitary system that occurs during large rain events. As of 2010, the City had completed the work required by the first phase of the MCES surcharge program. Starting in 2013, MCES implemented an ongoing surcharge program to require communities to continue to make progress in removing I&I from the system.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Sanitary Bonds	8,500	2,500	2,500	2,500	2,500	2,500	12,500	2,500
Sanitary Revenue	4,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Total	12,500	3,500	3,500	3,500	3,500	3,500	17,500	3,500

Project Title: SA036 Infiltration & Inflow Removal Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	1,225	1,225	1,225	1,225	1,225	6,125
Construction Costs	2,108	2,108	2,108	2,108	2,108	10,542
General Overhead	167	167	167	167	167	833
Total	3,500	3,500	3,500	3,500	3,500	17,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and received grant funding from the State through the Met Council for I&I mitigation projects whenever these grants become available. The City received \$977,382 in grant funding from 2011-2014 to supplement the City's I&I program. The City has secured an additional \$131,890 in grant funding for 2015-2016. These grants typically pay for 25% of the cost and require a local share of 75%.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Project Title: SA036 Infiltration & Inflow Removal Program

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 100

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$2,148,697

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating Costs were determined with past practices, and this work does not result in a change in operating 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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The unspent balances are planned to be addressed by consolidating pipe lining activities (historically occurring in both SA001 and SA036) within the I&I program thereby allowing capacity for some necessary larger replacement projects to occur in SA001 in conjunction with planned capital street improvements. Project work is currently planned to utilize the unspent balances by the middle of 2016.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

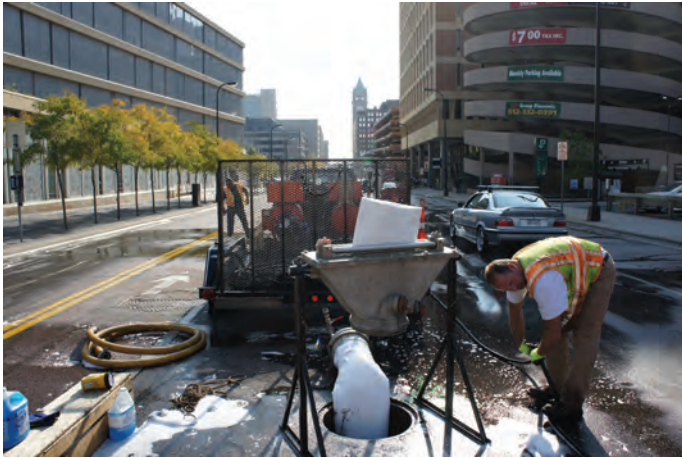
Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program has some flexibility for decreased funding in the five-year plan, but regulatory requirements may also change in that time eliminating any flexibility.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Infiltration & Inflow Removal Program



Cured in Place Pipe Lining



Manhole Cover Replacement



I&I Repairs

Project Title: SA99R Reimbursable Sanitary Sewer Projects

Project Location: City-Wide

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Kelly Moriarty

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority:

Contact Phone Number: (612)-673-3617

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:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Reimbursements	4,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Total	4,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000

Project Title: SA99R Reimbursable Sanitary Sewer Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	952	952	952	952	952	4,762
General Overhead	48	48	48	48	48	238
Total	1,000	1,000	1,000	1,000	1,000	5,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference
Connected communities – great spaces & places, thriving neighborhoods

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Uncertain, need more details.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure?

What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Sanitary Sewer Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: SW004 Implementation of US EPA Storm Water Regulations
Project Location: Various locations throughout the City.

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 3 of 9

Contact Phone Number: 612-673-3617

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, whereas non-structural BMPs are maintenance activities. These projects improve the runoff being discharged to the lakes, streams, and Mississippi River in the City of Minneapolis.

Purpose and Justification:

The primary purpose for this project is to assist the City in complying with National Pollutant Discharge Elimination system (NPDES) Stormwater Management requirements. The objective of these requirements is to improve the overall water quality of our receiving surface waters.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue	1,250	250	250	250	250	250	1,250	250
Total	1,250	250	250	250	250	250	1,250	250

Project Title: SW004 Implementation of US EPA Storm Water Regulations**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	46	46	46	46	46	230
Construction Costs	192	192	192	192	192	960
General Overhead	12	12	12	12	12	60
Total	250	250	250	250	250	1,250

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- Equitable systems and policies lead to a high quality of life for all
- A hub of economic activity and innovation: Businesses, big and small, start, move, stay, and grow here
- Infrastructure, public services, and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors, and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- A City that works: City government runs well and connects to the community it serves
- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth includes the following policies that are relevant to this project:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

Project Title: SW004 Implementation of US EPA Storm Water Regulations

- 6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.
- 6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.
- 6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.
- 6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.
- 6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The Minneapolis Park & Recreation Board (MPRB) is a co-permittee with the City of Minneapolis on the National Pollutant Discharge Elimination System (NPDES) permit. The watershed organizations have multiple roles with the carrying out of NPDES requirements within the city. These partners are variously involved with the planning, implementation and additional funding of projects utilizing this fund.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 25

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Construction of new stormwater best management practices (BMPs) may require additional maintenance costs which will be paid for from the stormwater utility maintenance funding depending on the BMP constructed. Maintenance costs will be highly dependent on the BMP selected. Many of these BMPs do not have enough data to determine annual maintenance costs. The department is working towards tracking and identifying these costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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

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 some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Rain Gardens

Helping improve water quality

Rain gardens are depressed native plant gardens located where they can collect, infiltrate and filter rain that falls on hard surfaces minimizing negative impacts surface water can have on lakes and streams.



NE Rain Garden - Park Board



Ewing - Porous Pavement

Minneapolis Central Library
Extensive Green Roof

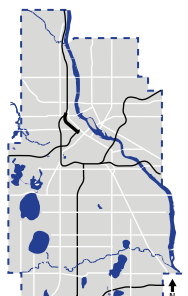


Sustainable Parking Lot Design

No curbing allows stormwater to flow to vegetated areas.



Infiltration Swale



Project Title: SW005 Combined Sewer Overflow Improvements

Project Location: Various locations throughout the City.

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 2 of 9

Contact Phone Number: (612) 673-3617

Project Description:

The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect stormwater 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 based on Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) permit. 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 sewer separation projects.

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 reduction of clear water in the sanitary sewer system is also required by the MCES, which provides regional wastewater collection and treatment. The MCES I&I surcharge program is based on peak flow from the city sanitary system which occurs during large rain events. As of 2010, the City had completed the work required by the first phase of the MCES surcharge program. Starting in 2013, MCES implemented an ongoing surcharge program that requires communities to continually make progress in removing I&I from the system.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue	7,500	1,500	1,500	1,500	1,500	1,500	7,500	1,500
Total	7,500	1,500	1,500	1,500	1,500	1,500	7,500	1,500

Project Title: SW005 Combined Sewer Overflow Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	425	425	425	425	425	2,125
Construction Costs	1,004	1,004	1,004	1,004	1,004	5,018
General Overhead	71	71	71	71	71	357
Total	1,500	1,500	1,500	1,500	1,500	7,500

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- Our neighborhoods have amenities to meet daily needs and live a healthy life

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Project Title: SW005 Combined Sewer Overflow Improvements

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

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 the Minnesota Department of Transportation (MnDOT) due to the joint agreement for the freeway tunnels which these projects eventually drain to. Other projects require collaboration with various watershed districts or organizations.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Project Title: SW005 Combined Sewer Overflow Improvements
--

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating Costs were determined with past practices, and this work does not result in increased operating costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No future capital investment is required to realize the expected useful life of this improvement.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

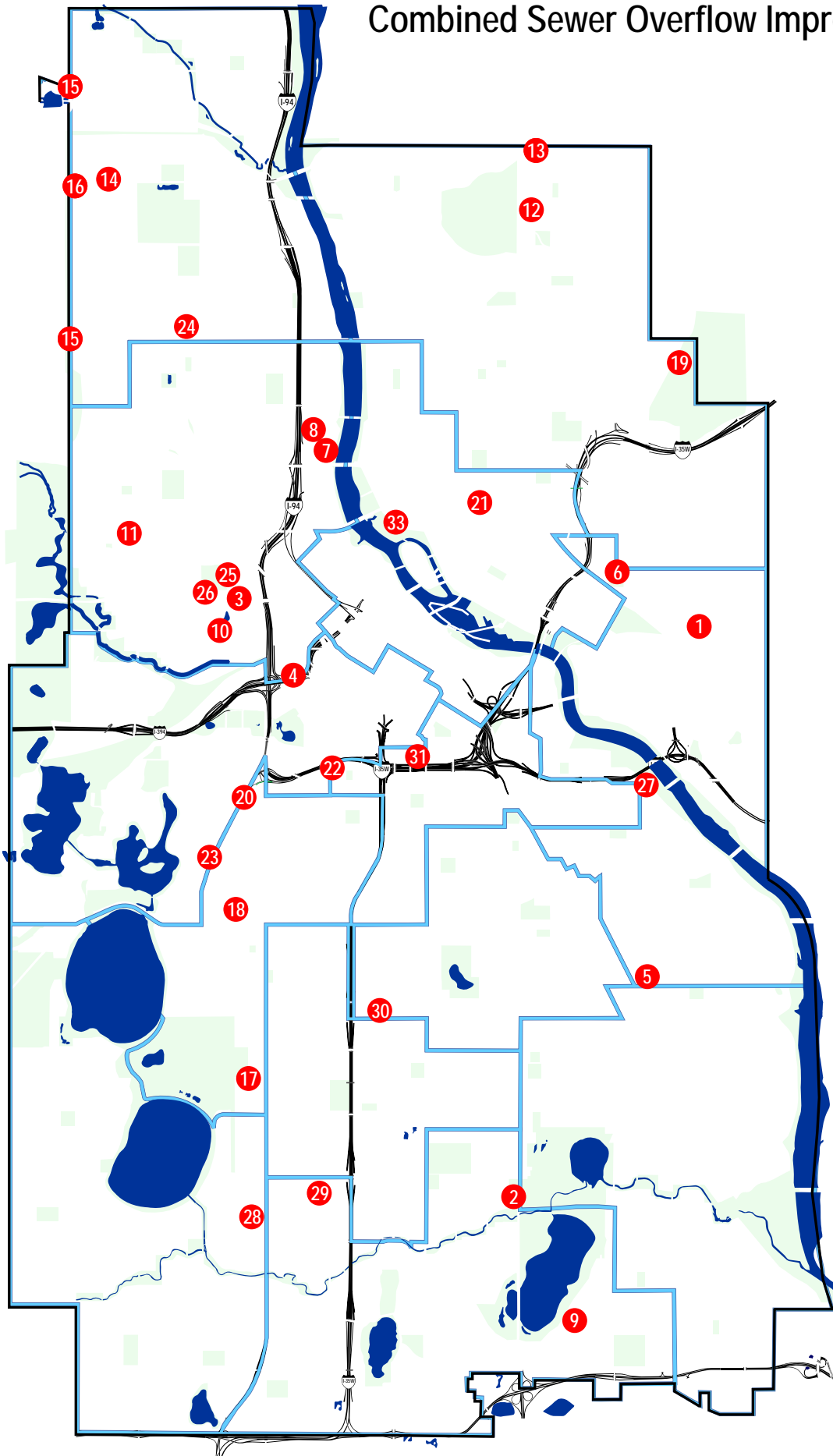
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program has some flexibility for decreased funding in the five-year plan, but regulatory requirements may also change in that time eliminating any flexibility. There is also some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The City will continue to make progress separating the storm and sanitary sewer systems. Individual projects within the program will vary in cost and may take multiple years to complete. CSO 56 and CSO159 are planned for construction in 2016.

Combined Sewer Overflow Improvements



2016 CSO

- 1 CSO56 24th Ave SE, Elm St To RR tracks
- 2 CSO159 Queen Ave N & Plymouth Ave N
- 3 CSO173 6th Ave N & 5th St N
- 4 CSO175 7th St S & Nicollet Mall
- 5 CSO179 Minnehaha Ave S & 29th Ave S

2017 CSO

- 6 RLD006 Van Cleve Park, Como to Rollins Ave SE, 13th to 15th Aves SE
- 7 CSO1 22nd Ave N, E of 2nd St N
- 8 CSO117 2nd St N & 23rd Ave N
- 9 CSO158 24th Ave S & 54 1/2 St E
- 10 CSO162 Glenwood Ave & 1123 Glenwood

Future CSO

- 11 CSO 55 Alley west of Cedar Ave & south of 47th St E
- 12 CSO 95 Alley north of 33rd Ave NE & east of Tyler St NE
- 13 CSO 108 36th Ave NE & Polk St NE
- 14 CSO 138 Xerxes Ave N & Lowry Ave N
- 15 CSO 139 Washburn Ave N at Osseo Road
- 16 CSO142 Xerxes Ave N, south of 42nd Ave N
- 17 CSO149 Bryant Ave S & 40th St W
- 18 CSO153 Colfax Ave S & 20th St W
- 19 CSO154 New Brighton Blvd, Coolidge to 19th Ave NE
- 20 CSO163 Hennepin Ave & Franklin Ave
- 21 CSO164 Madison St & Spring St SE
- 22 CSO165 N of 18th St E between Nicollet & 1st Ave S
- 23 CSO171 Hennepin Ave & 26th St N
- 24 CSO172 33rd Ave N & Irving Ave N
- 25 CSO176 10th Ave N & 5th St N
- 26 CSO177 10th Ave N & 8th Ave N
- 27 CSO180 29th Ave S & Franklin Ave E
- 28 CSO181 50th St W & Aldrich Ave S
- 29 CSO183 Alley south of 47th St W & west of Wentworth Ave S
- 30 CSO184 4th Ave S & 36th St E
- 31 CSO185 17th St E & Chicago Ave

Capital Budget Request

Project Title: SW011 Storm Drains and Tunnels Rehabilitation Program

Project Location: Citywide

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Kevin Danen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 1 of 9

Contact Phone Number: 612-673-5627

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 tunnel system. Typical problems discovered through the assessment includes voids either above or below the tunnel structure, cracking of the tunnel's liner due to pressurization, erosion of the surrounding sandstone and infiltration of ground water and sand. The Public Works Department has been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and is often limited to being conducted during the winter months where storm water runoff is limited. The Department wishes to move from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Bonds	23,200	0	2,500	3,500	0		6,000	
Stormwater Revenue	13,500	6,500	6,500	6,500	8,000	8,500	36,000	8,500
Total	36,700	6,500	9,000	10,000	8,000	8,500	42,000	8,500

Project Title: SW011 Storm Drains and Tunnels Rehabilitation Program**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	1,175	1,175	1,175	1,175	1,175	5,875
Construction Costs	5,015	7,396	8,349	6,444	6,920	34,125
General Overhead	310	429	476	381	405	2,000
Total	6,500	9,000	10,000	8,000	8,500	42,000

Have Grants for this Project been secured? ☐

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 to identify any other potential funding sources including state bonding options.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce

Great Places: Natural and built spaces work together and our environment is protected

- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth - references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Project Title: SW011 Storm Drains and Tunnels Rehabilitation Program

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 50

Year that Operating Incr/(Decr) will take effect? 2016

What is the estimated annual operating cost increase or (decrease) for this project? (300,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$9,606,561

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm drain tunnel system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Project Title: SW011 Storm Drains and Tunnels Rehabilitation Program

This winter Public Works plans to continue work on the downtown tunnel systems. Public Works is in the process of developing plan sets to work on the 10th Ave SE tunnel and to fund maintenance work on the 35W south tunnel. This will ensure the use of the unspent balance.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

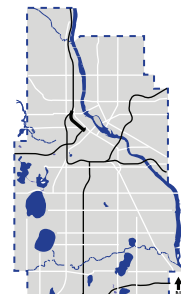
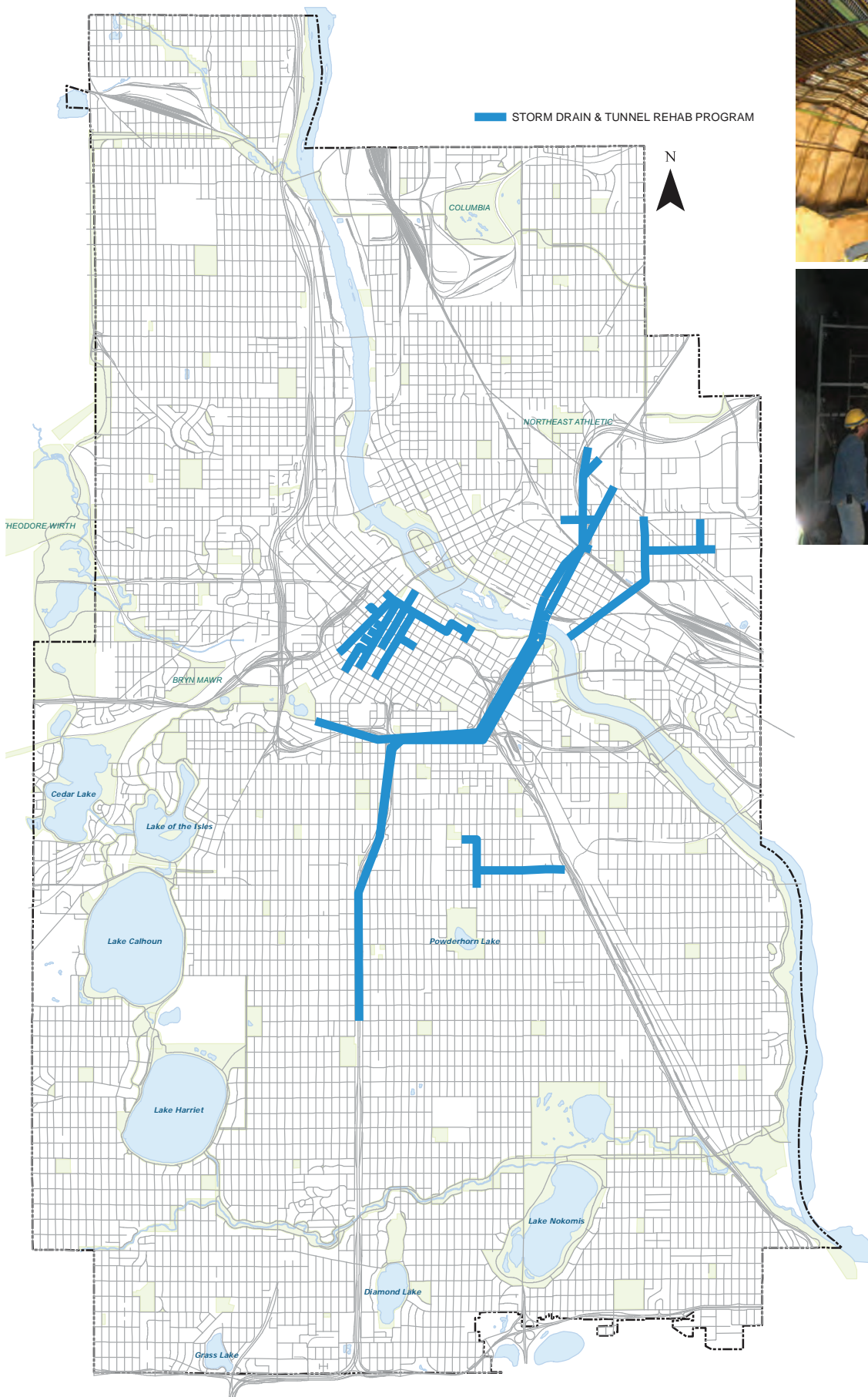
This program could be flexible within the five-year plan, but the requested funding is necessary to continue addressing identified needs.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Defects within the system:

1. Hydraulic restrictions & pressurization (often localized).
2. Longitudinal cracks with displaced tunnel liner.
3. Holes in tunnel liner.
4. Longitudinal cracks in tunnel liner.
5. Large void between tunnel liner and sandstone (often localized).
6. Sandstone infiltration.
7. Groundwater infiltration.
8. Circumferential and/or angular cracks in tunnel liner.
9. Cold joint separation in tunnel liner.
10. Storm water exfiltration.
11. Liner deterioration (liner cracking/breaking, concrete spalling, brick work missing).

Storm Drains & Tunnels Rehabilitation Program



Project Title: SW018 Flood Area 29 & 30 - Fulton Neighborhood

Project Location: South of W 48th St, east of France Ave, North of W 54th St and West of a line from Beard Ave S and W 54th St to Sheridan Ave S and Lake Harriet

City Sector: Southwest

Project Start Date: 6/1/18

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: 13

Affected Neighborhood(s):
Various

Estimated Project

Completion Date: 12/31/19

Department Priority: 7 of 9

Contact Phone Number:
612-673-3617

Project Description:

The goal of the project is to protect Fulton Neighborhood homes and businesses from flooding while improving runoff water quality. There have been several preliminary design alternatives identified using a combination of new pipes and storage. The runoff would be directed to Minnehaha Creek or Lake Harriet after treatment.

The Minnehaha Creek Watershed District (MCWD) is a project partner technically as well as financially. The MCWD has goals including volume reduction. This project will look at volume, load, and rate controls in order to mitigate flooding problems. The design for this project will include a study to develop feasible solutions for reducing flooding and improving water quality in this developed neighborhood. This study is needed to determine acceptable design options for project partners, funding and others.

Purpose and Justification:

The flooding occurs at 50th Street and Chowen Avenue, along 51st Street from Chowen Avenue to York Avenue and at 52nd Street and Chowen Avenue. There are 365 acres draining to this storm sewer shed. The flooding in this area reaches 31 homes, 3 businesses and a number of garages. This area has property with an estimated market value of \$10,200,000 (circa 2007). This project will reduce the risk of those homes and businesses from the flooding, although some ponding will occur during major storms.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Other Local Governments			2,388	5,525			7,913	
Stormwater Bonds		0					0	
Stormwater Revenue			900	1,055			1,955	
Total		0	3,288	6,580			9,868	

Project Title: SW018 Flood Area 29 & 30 - Fulton Neighborhood**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		828	1,660			2,488
Construction Costs		2,303	4,607			6,910
General Overhead		157	313			470
Total		3,288	6,580			9,868

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The MCWD has not acted on the appropriation of the MCWD share of this project.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
 - Our neighborhoods have amenities to meet daily needs and live a healthy life
 - High-quality and convenient transportation options connect every corner of the city
- One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- Equitable systems and policies lead to a high quality of life for all
 - All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic

Project Title: SW018 Flood Area 29 & 30 - Fulton Neighborhood

timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The MCWD is a partner in funding as well as granting the City of Minneapolis appropriate permits for the project.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

Project Title: SW018 Flood Area 29 & 30 - Fulton Neighborhood
--

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating Costs have not been determined yet. This work may result in increased operating costs given the potential alternatives including green solutions that require regular maintenance. Until specific alternatives are selected, accurate estimates of the annual operating cost can not be determined.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Unknown

For 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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No future capital investment is required to realize the expected useful life of this improvement.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

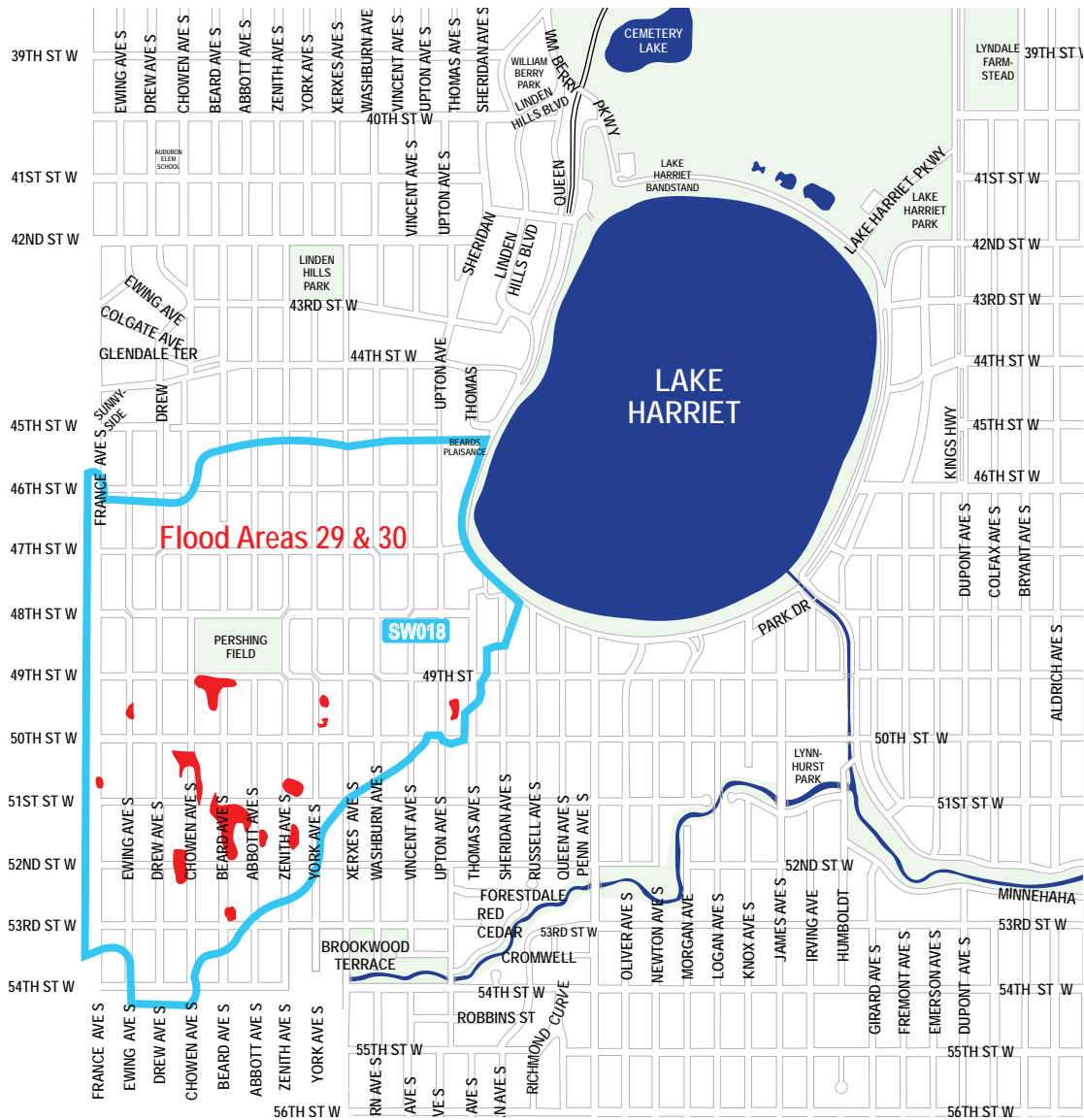
Not Applicable

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:

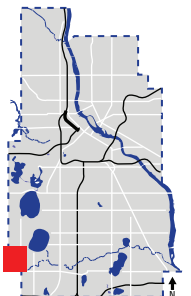
There is no flexibility to decrease funding unless the selected alternative is less expensive.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Design and coordination with the MCWD would occur in 2016 and 2017 with construction taking place in 2018 and 2019 dependent on the selected alternative. Coordination with the affected neighborhood and property owners would occur during all phases of the project.



Drainage Area
Flooding Area



Capital Budget Request

Project Title: SW032 I-35W Storm Tunnel Reconstruction

Project Location: I-35W corridor, I-35W/I-94 commons then to the Mississippi River along the St. Mary's Tunnel Corridor

City Sector: Multiple

Project Start Date: 1/1/21

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion

Date: 12/31/25

Department Priority: 9 of 9

Contact Phone Number:

612-673-3617

Project Description:

The I-35W corridor from 39th Street E to the Mississippi River contains a deep stormwater tunnel which conveys stormwater runoff from both the freeway and the City of Minneapolis. The tunnel is undersized and undergoes significant hydrostatic pressure during moderate rainfall events, resulting in flooding problems in the I-35W corridor and in the City of Minneapolis. The proposed project includes construction of a parallel stormwater tunnel or expanding the existing tunnel size.

Purpose and Justification:

The tunnel is undersized for and does not meet the conveyance needs for existing stormwater runoff from the I-35W/I-94 corridor and the City of Minneapolis areas. In addition, the City must discharge additional flows from future CSO and rainleader violation areas in the City to the tunnel. Based on an agreement with MnDOT, the City is responsible to maintain and repair the exiting tunnel. Existing hydraulic conditions include surging water and pressure of surcharged segments that exacerbate the normal wear of the tunnel and increase the frequency of needed repairs because the existing tunnel does not have the structural capacity required to withstand the loading. MnDOT is interested in additional capacity in the tunnel to address the existing conditions and provide flexibility for future design improvements. The recommended option identified in a study considered this project the most prudent choice for future capacity.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Other Local Governments								44,000
Stormwater Bonds						1,000	1,000	44,000
Total						1,000	1,000	88,000

Project Title: SW032 I-35W Storm Tunnel Reconstruction

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					952	952
General Overhead					48	48
Total					1,000	1,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The project has not been programmed by Mn/DOT.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves existing sewer infrastructure and services—in furtherance of the following City Goals.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here

- Infrastructure, public services and community assets support businesses and commerce
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air, and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Plan for Sustainable Growth – references

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including

Project Title: SW032 I-35W Storm Tunnel Reconstruction

those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

There is no specific cost sharing relationship between the City of Minneapolis and MnDOT, future negotiations will establish this cost sharing relationship. Future MnDOT or federal funding for this project may be possible.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work will result in increased operating costs, but until specific alternatives are selected, accurate estimates of the annual operating cost cannot be determined. This work could also decrease the amount of maintenance currently required for the existing I-35W South Tunnel. Public Works expects to recover increased operating cost by including the cost in sewer rates.

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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No future capital investment is required to realize the expected useful life of this improvement.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

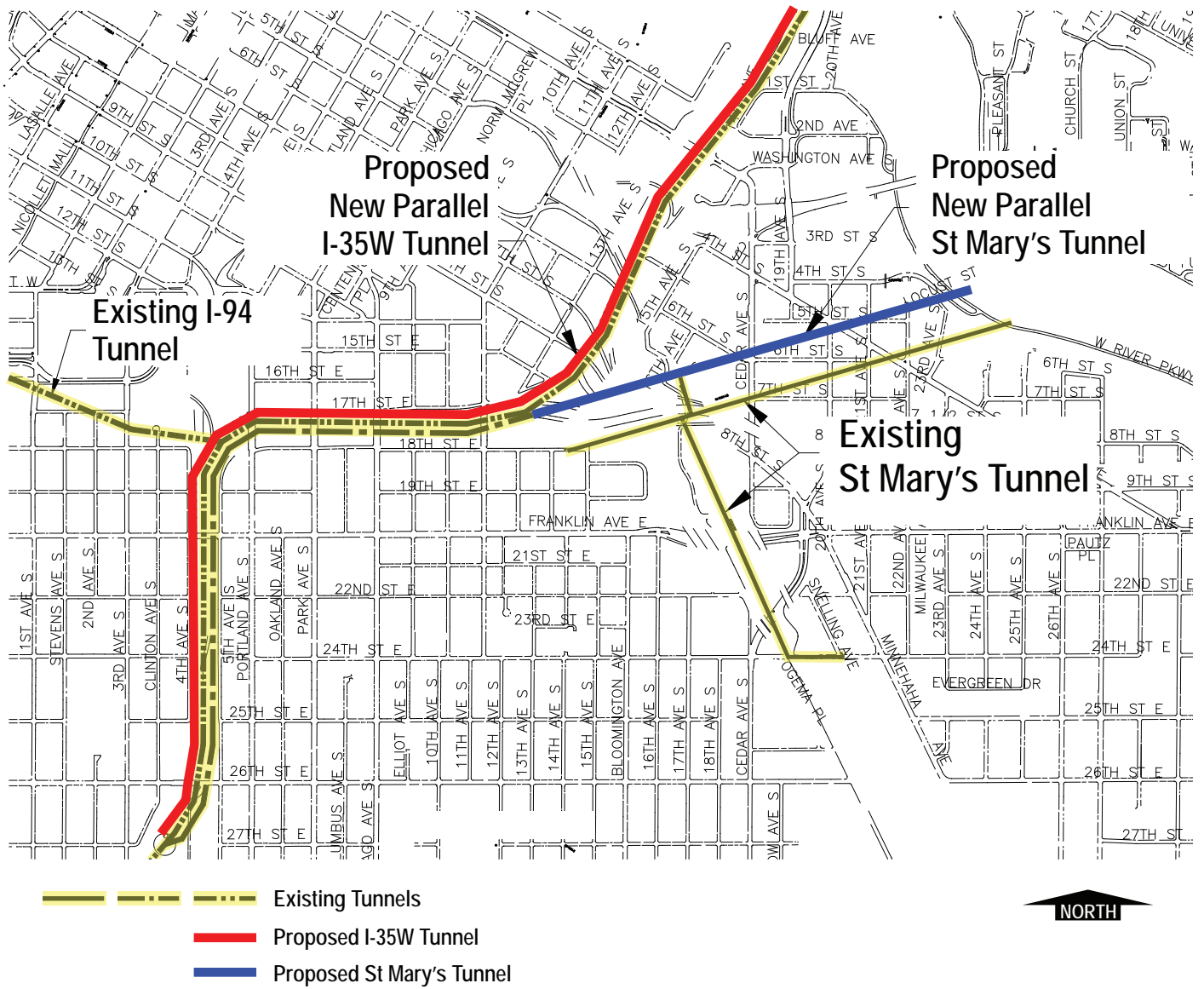
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase or decrease funding among the years in the five-year plan.

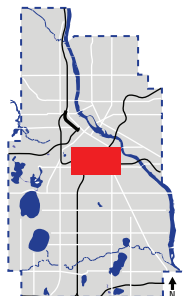
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project is in the neighborhoods of King Field, Bryant, Central, Lyndale, Phillips West, Whittier, Steven's Square Loring Heights, Elliot Park, Ventura Village, Seward, and Cedar Riverside.

Project also affects wards 2, 6, 7, 8.



Existing Tunnel



Project Title: SW034 Flood Area 21 - Bloomington Pond

Project Location: Bloomington Pond, north of E 42nd St, Bloomington Ave S, south of E 40th St, east of 12th Ave S

City Sector: South

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Ventura Village

Estimated Project Completion

Date: 12/31/19

Department Priority: 6 of 9

Contact Phone Number:

612-673-3617

Project Description:

The goal for this project is to protect homes and businesses near Bloomington Pond from flooding and to improve water quality. This project will look at volume, load, and rate controls in order to mitigate flooding problems. The project design includes a study to develop feasible solutions for reducing flooding and improving water quality in the sewer shed this project is located in, which drains to Lake Hiawatha. This study is needed to determine acceptable design options for project partners and funding. Individual solutions identified in the study need to be evaluated for cost benefit and neighborhood impact. The Minnehaha Creek Watershed District (MCWD) is a project partner technically as well as financially.

Purpose and Justification:

This complex storm drainage network contains Bancroft Meadows (Bloomington Pond) and Sibley flood control ponds. This area had reported flooding in 1978, 1987, 1992 and 1997. The existing Bloomington Pond was constructed in 1988, but flooding problems persist. The affected properties have a total property value of \$9 million, using 2006 estimated market values. This project will be designed to improve capacity to drain the area, minimize flooding, and improve water quality.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Other Local Governments			4,395				4,395	
Stormwater Revenue			445				445	
Total			4,840				4,840	

Project Title: SW034 Flood Area 21 - Bloomington Pond

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		1,205				1,205
Construction Costs		3,405				3,405
General Overhead		230				230
Total		4,840				4,840

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The MCWD has not acted on the appropriation of the MCWD share of this project.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting
- Our neighborhoods have amenities to meet daily needs and live a healthy life
- High-quality and convenient transportation options connect every corner of the city

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all
- All people have access to quality essentials, such as housing, education, food, child care and transportation
- A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here
- Infrastructure, public services and community assets support businesses and commerce
- Areas of greatest need are focused on; promising opportunities are seized
- Strategies with our city and regional partners are aligned, leading to economic success

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs
- Iconic, inviting streets, spaces and buildings create a sense of place
- We welcome our growing and diversifying population through thoughtful planning and design

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused
- Transparency, accountability and ethics establish public trust
- Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

Project Title: SW034 Flood Area 21 - Bloomington Pond

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The MCWD is a partner in funding as well as granting the City of Minneapolis appropriate permits for the project.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

Project Title: SW034 Flood Area 21 - Bloomington Pond

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating Costs have not been determined yet. This work may result in increased operating costs given the potential alternatives including green solutions that require regular maintenance. Until specific alternatives are selected, accurate estimates of the annual operating cost can not be 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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Future capital investment to realize the expected useful life of these improvements will be determined when alternatives are selected.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

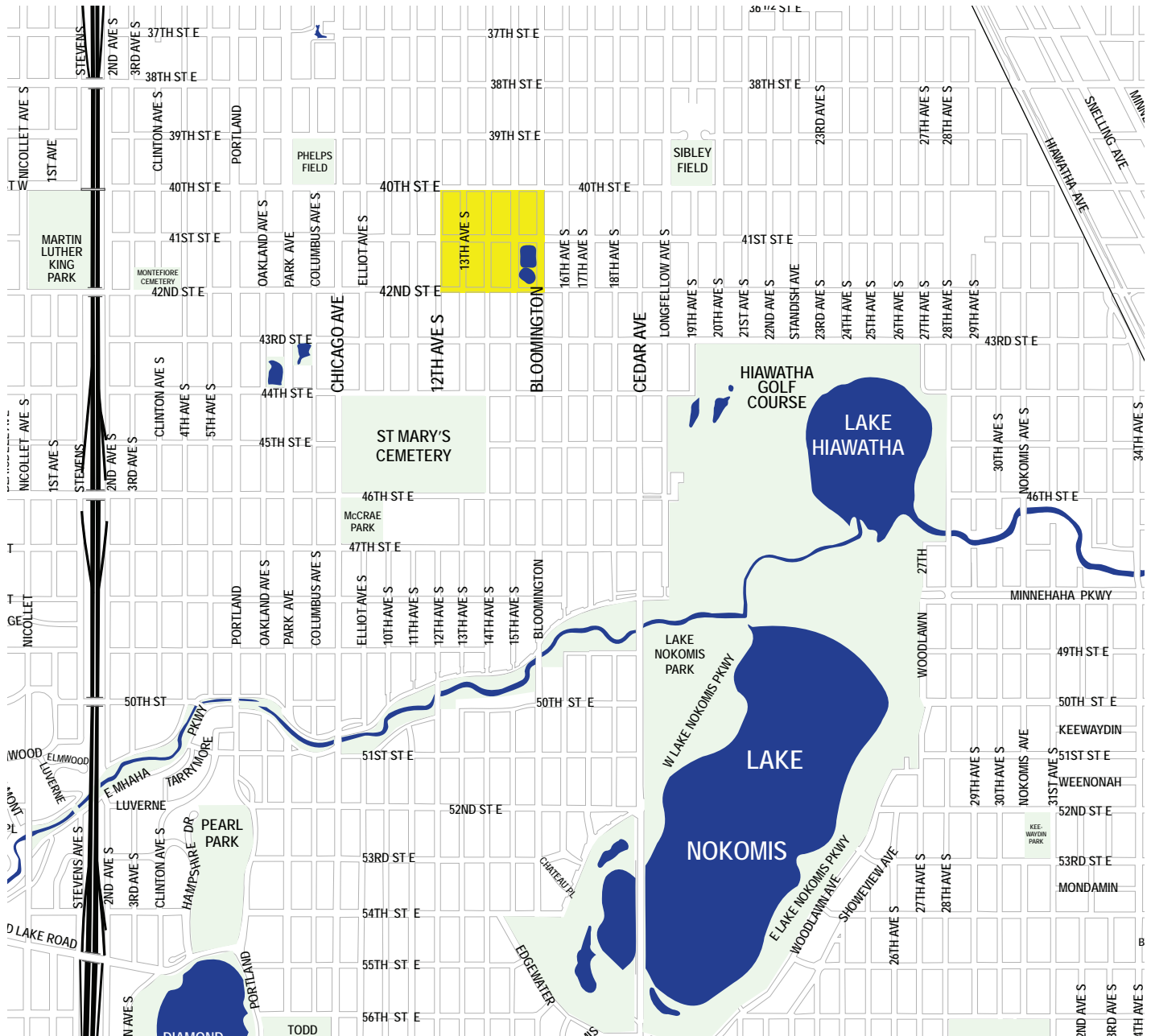
Not Applicable

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:

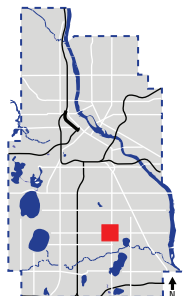
There is no flexibility to decrease funding unless the selected alternative is less expensive.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Coordination with the MCWD has started and will continue. The first phase is a feasibility study of the drainage area which was recently completed. Further analysis of individual alternatives for the Bloomington Pond location will need to occur. Overall Flood Mitigation program planning will help inform design criteria for the individual flood mitigation projects. Construction is planned to occur in 2018. Coordination with the affected neighborhood and property owners would occur during design and construction.



Project



Capital Budget Request

Project Title: SW039 Flood Mitigation with Alternative Stormwater Mgmt

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 5 of 9

Contact Phone Number: (612) 673-3617

Project Description:

The purpose of this program is to address localized flooding and drainage problems throughout the City. Where practicable, environmentally friendly "green infrastructure" 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 will evaluate and develop a plan to address over 40 known areas within the City that experience flooding problems during heavy rains.

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 over 40 known areas throughout the City that experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with some property damage during the heavy rains in the summer of 2010. Incorporating green infrastructure solutions to these stormwater projects will enhance neighborhood livability and improve water quality in Minneapolis lakes, streams, and the Mississippi River.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue	10,000	3,000	3,000	3,000	3,000	3,000	15,000	3,000
Total	10,000	3,000	3,000	3,000	3,000	3,000	15,000	3,000

Project Title: SW039 Flood Mitigation with Alternative Stormwater Mgmt**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	2,857	2,857	2,857	2,857	2,857	14,286
General Overhead	143	143	143	143	143	714
Total	3,000	3,000	3,000	3,000	3,000	15,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Assessing and addressing flood problems can help improve conditions of existing properties and can inform opportunities that could be available as a part of redevelopment projects. Improving the capacity of the existing sewer infrastructure will improve the City's support of development. Combining this with water quality improvements also reduces the adverse ecological impacts of urban stormwater and an overburdened sanitary sewer system on our rivers and lakes.

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Maintenance of sewer infrastructure, reduction of flooding, and minimizing adverse ecological impacts of urban stormwater on the City's lakes and rivers, are supported by policies in the City's comprehensive plan related to providing efficient services, maintaining property values, and reducing the City's environmental footprint. The following are key policies from the Minneapolis Plan for Sustainable Growth that are supportive of this capital budget request.

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Project Title: SW039 Flood Mitigation with Alternative Stormwater Mgmt

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

For this project, the Department of Public Works will collaborate with the neighborhood organizations, watershed organizations, CPED, Park Board, and School Board.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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

Project Title: SW039 Flood Mitigation with Alternative Stormwater Mgmt

Not Applicable

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues. Any increase would be paid from the Stormwater Utility enterprise fund.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Current funding has been spent on smaller 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:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort is to complete citywide modeling over the next two years. These models will be used to identify flood problems and to evaluate solutions to those problems so that the improvements can be prioritized for implementation.

SCENARIO 3:



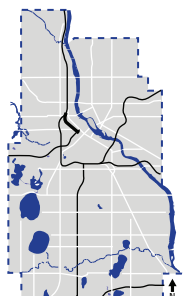
R/W Conversion - Convert Streets to Rain Gardens



Completed 37th Avenue Greenway



Street Flooding



Project Title: SW040 Central City Parallel Storm Tunnel

Project Location: Various locations in downtown Minneapolis

City Sector: Downtown

Project Start Date: 4/15/17

Submitting Department: Public Works

Contact Person: Kevin Danen

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/31/23

Department Priority: 4 of 9

Contact Phone Number: 612 673-5627

Project Description:

This project establishes funding to allow the design and construction of a new parallel tunnel in the Central City storm tunnel system to be completed to improve system operations.

Purpose and Justification:

The downtown Central City storm tunnel system consists of 3.9 miles of deep drainage tunnels of which the majority was built from 1939 to 1940 and was designed to handle the stormwater drainage requirements at that time. Land development since has led to a significant increase in the amount of stormwater that is directed into the tunnel system, resulting in over pressurization of the system. This over pressurization has led to degradation in the tunnel infrastructure and an increase in maintenance spending to inspect and maintain the system. Typical problems discovered through the assessment includes voids either above or below the tunnel structure, cracking and failure of the tunnel's liner due to pressurization, erosion of the surrounding sandstone and infiltration of ground water and sand. The Public Works Department has been conducting ongoing repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair the damaged tunnels varies greatly and is limited to being conducted during the winter months when storm water runoff is limited.

The construction of a new parallel primary tunnel would reduce the pressurization in the tunnel system, resulting in a reduced risk of tunnel failures, extended tunnel system service life, reduction in tunnel repair costs, and a decrease in long term maintenance with the operation of the tunnel system such as surface flooding and blowing manhole covers.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Stormwater Revenue		1,000	1,000	1,000	11,000	11,000	25,000	
Total		1,000	1,000	1,000	11,000	11,000	25,000	

Project Title: SW040 Central City Parallel Storm Tunnel

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	952	952	952	2,290	2,290	7,437
Construction Costs				8,186	8,186	16,372
General Overhead	48	48	48	524	524	1,190
Total	1,000	1,000	1,000	11,000	11,000	25,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living well: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy and uniquely inviting

One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper

- Equitable systems and policies lead to a high quality of life for all

Great Places: Natural and built spaces work together and our environment is protected

- All Minneapolis residents, visitors and employees experience a safe and healthy environment
- The city restores and protects land, water, air and other natural resources
- The city's infrastructure is managed and improved for current and future needs

A City that works: City government runs well and connects to the community it serves

- Departments work seamlessly with each other and with the community and form strategic partnerships
- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of

Project Title: SW040 Central City Parallel Storm Tunnel

stormwater runoff.

6.9.8 Eliminate combined sewer overflows and reduce the volume of stormwater that inflows into sanitary sewers to reduce the total volume for treatment.

Open Space and Parks: Minneapolis will cooperate with other jurisdictions, public agencies, and the private sector to provide open space, green space, and recreational facilities to meet the short and long-term needs of the community and enhance the quality of life for city residents.

Policy 7.4: Work to restore and preserve ecosystem functions in green open space areas.

7.4.3 Identify ecological impacts on open spaces and parks caused by urban uses, for example stormwater runoff, and work to mitigate these impacts in order to advance environmental and human health.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project has not been submitted for Location and Design Review yet.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not Applicable

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

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.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 100

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs,

Project Title: SW040 Central City Parallel Storm Tunnel

materials, contracts, energy savings, etc:

The decreased amount of operating costs represents savings in labor, equipment and material expenses associated with the ongoing tunnel inspections and maintenance within the Central City storm tunnel system

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

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:

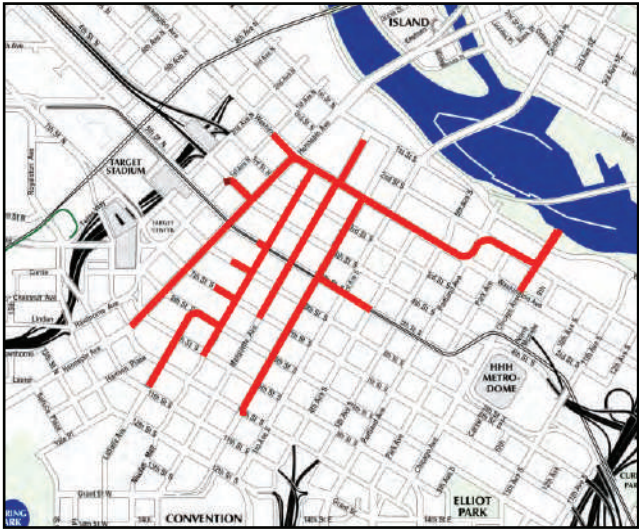
This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

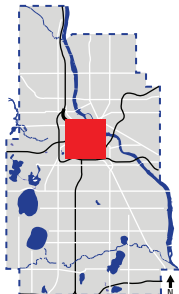
Benefits:

1. Reduced risk of tunnel failures in the Central City Downtown tunnel system
2. Extended tunnel system service life
3. Increase in the time intervals between inspections (operating budget decrease)
4. Increase in tunnel capacity
5. Reduce pressurization
 - . Pressurization that causes manhole covers to blow off.
 - . Reduce surface flooding
 - . Allows the addition of storm water from roof leaders.
 - . Allows the tunnel to carry a larger flow during storms of a large and long duration.
 - . Eliminate hydraulic restrictions.
 - . Allows I&I projects to proceed that are dependent upon the tunnel system for stormwater conveyance.

Central City Parallel Storm Tunnel



Central City Tunnel System





Capital Budget Request

Project Title: SW99R Reimbursable Sewer & Storm Drain Projects

Project Location: City-Wide

City Sector: Citywide

Project Start Date: 1/1/15

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Desirable

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/20

Department Priority:

Contact Phone Number: (612) 673-3617

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:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Reimbursements	11,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000
Total	11,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000

Project Title: SW99R Reimbursable Sewer & Storm Drain Projects**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Construction Costs	1,905	1,905	1,905	1,905	1,905	9,524
General Overhead	95	95	95	95	95	476
Total	2,000	2,000	2,000	2,000	2,000	10,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

City of Minneapolis Goal - reference
Connected communities – great spaces & places, thriving neighborhoods

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Uncertain, need more details.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base?

Describe the economic development impact of the project:

Does the project support redevelopment opportunity that without the project would be infeasible?

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement?

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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 Storm Sewer Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: WTR12 Water Distribution Improvements

Project Location: Various locations throughout the city
City Sector: Multiple
Project Start Date: 1/1/11
Submitting Department: Public Works
Contact Person: Marie Asgian
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/21
Department Priority: 2
Contact Phone Number: (612) 673-5682

Project Description:

Water Distribution Improvement funds are used for water main rehabilitation or replacement of water main and other distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system provides high quality drinking water and fire protection to all those living, working, or visiting the City or any of the suburban wholesale customers. Some infrastructure dates back to the inception of the water distribution system in 1867. 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.

Project work includes water main cleaning and lining, structural lining, and/or replacement. Also included are replacement of hydrants, valves, and manholes as well as replacement of meters and automated reading devices.

Purpose and Justification:

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements:

- Water main cleaning and lining- Most of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe. Over time, mineral deposits build up on the inside of the unlined pipe, constricting flow and sometimes causing discolored water. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built up mineral deposits and installing potable grade cement lining to prevent future build-up. The cleaning and lining process increases the volume of flow available for fire suppression.
- Water main replacement or structural lining – In locations with recurring water main leaks 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 spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.
- Hydrant replacement- In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.
- Valve and manhole replacement- Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. The valves and manhole replacement program is typically done in conjunction with cleaning and lining or structural lining projects.
- Meter and encoder receiver transmitter (ERT) replacement- Water meters are the cash registers for the Water Enterprise Fund. Metered water use insures that customers are billed for the amount of water they use so that the City can continue to treat and distribute high quality drinking water at an affordable cost. Over time, a meter's 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 and non-functional ERT communication devices need to be replaced.

The City's meters are approaching the end of their lifecycle and are due for replacement. The 2015-2019 Capital Budget Request for WTR27 included a multi-year citywide meter change out program and upgrades meter reading communication beginning in 2019. In 2015, a study was conducted to evaluate the operational effectiveness of conducting a five year full scale meter change out vs. an ongoing annual program wherein a percentage of the City's meters would be replaced each year. Efficiencies were identified in changing the program to an annual ongoing capital expenditure. The Capital Budget Request for WTR12 reflects an increased allocation beginning in 2017 to fund this replacement program. Funding requested for WTR27 has been reduced by a commensurate amount and its scope of work changed to upgrading the meter reporting and information system.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds								
Water Revenue	30,900	7,250	7,350	7,450	7,550	7,650	37,250	7,750
Total	30,900	7,250	7,350	7,450	7,550	7,650	37,250	7,750

Project Title: WTR12 Water Distribution Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	1,015	1,029	1,043	1,057	1,071	5,215
Construction Costs	5,890	5,971	6,052	6,133	6,215	30,261
General Overhead	345	350	355	360	364	1,774
Total	7,250	7,350	7,450	7,550	7,650	37,250

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water distribution infrastructure, and the health of the City's residents and workers, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Water Distribution Improvements projects help maintain infrastructure reliability and preserves the water quality from treatment plant to tap. The distribution system delivers high quality drinking water as well as fire protection to all those living in Minneapolis.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

Water Distribution Improvements projects help maintain infrastructure reliability and preserves the water quality from treatment plant to tap. The distribution system delivers high quality drinking water to businesses, all those working in the City as well as providing fire protection for properties in the City.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

Given the age of the distribution system, most of the water distribution system is 50 to 100 years old, a certain amount of system rehabilitation or replacement has to be performed in order to continue providing service. Water Distribution Improvements helps manage and improve the City's water infrastructure in an efficient manner in order to continue to provide high quality drinking water to all.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The Water Distribution Improvement project helps efficiently and effectively allocate resources to our aging infrastructure. Water Distribution Improvement funds are used to rehabilitate or replace water system components. Maintaining the existing infrastructure will reduce the need for major capital expenditures in the future.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Project Title: WTR12 Water Distribution Improvements

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

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 upgrades are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 50

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project? (10,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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.

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 by available city staff within 10 to 20 percent of budget.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Water Distribution system is vital to the delivery of high quality water to all city residents and water customers. Maintaining the existing infrastructure will reduce the need for major capital expenditures in the future. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, and improve the overall quality of life in Minneapolis.



Water pipe before cleaning



Pipe cleaned & lined

Project Title: WTR18 Water Distribution Facility
Project Location: 1860 28th St E and 2717 Longfellow Ave.

City Sector: East

Project Start Date: 1/1/15

Submitting Department: Public Works

Contact Person: Bob Friddle

Level of Need: Significant

Affected Wards: 9

Affected Neighborhood(s): Phillips

Estimated Project Completion Date: 8/31/18

Department Priority: 5

Contact Phone Number: (612) 673-3387

Project Description:

The project will expand and enhance the current Hiawatha Maintenance Facility site to provide for the programmed needs for Water Distribution Maintenance and other unmet Municipal Operations needs.

Purpose and Justification:

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

The City recently acquired the "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site into a Municipal Operations campus, consolidating other Public Works divisions (and services) as appropriate for improved efficiency of operations and delivery of services.

The Roof Depot site is large enough to accommodate other programmed needs for Municipal Operations and/or a portion of the site could be separated for future private development.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Sanitary Bonds			2,500				2,500	
Stormwater Bonds			2,500				2,500	
Water Bonds	5,500	7,500	7,500				15,000	
Water Revenue	3,000							
Total	8,500	7,500	12,500				20,000	

Project Title: WTR18 Water Distribution Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	300	1,050				1,350
Furniture, Fixtures, and Equipment	250	250				500
Construction Costs	6,593	10,605				17,198
General Overhead	357	595				952
Total	7,500	12,500				20,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grant or other non-City funding has been applied for at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.2 Explore opportunities for co-location of public services where appropriate.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review has not been conducted yet.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

Any unneeded portions of the site (for Municipal Operations) will be reviewed for potential for private development consistent with neighborhood interests.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Current site zoning is maintained.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None at this time.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, this project will be adjacent to the Midtown Greenway bicycle trail and the newly constructed dedicated bicycle lanes on 28th Avenue South.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Along the Hiawatha LRT, two blocks from the Lake Street station. Project will not provide for any 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

Yes, the City's operations will be adding a small amount of addition vehicular trips (in and out) of the south access point on 28th Avenue.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$6,794,279

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: WTR18 Water Distribution Facility

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.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Prior years funding was used for acquisition of the Roof Depot.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design will be completed over the course of the next year with environmental remediation and construction to follow.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The proposed relocation of the Water Distribution and Maintenance Operations will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Water main maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.



Photos of existing East Yard Facility

Project Title: WTR23 Treatment Infrastructure Improvements

Project Location: Water Campuses in Fridley and Columbia Heights

City Sector: Citywide

Project Start Date: 1/1/11

Submitting Department: Public Works

Contact Person: Dale Folen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/21

Department Priority: 3

Contact Phone Number: (612) 661-4908

Project Description:

Many small to medium-sized improvement projects have been identified as necessary to maintain operation of the water treatment plants on the water works sites. 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, campus storm and sanitary sewer system improvements. Future projects will also include inter-plant piping and valving rehabilitation, chemical feed system replacements, and building mechanical system replacements.

Purpose and Justification:

The goal is to conduct on-going small renovations to delay or avoid larger Capital Projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918. The existing water softening plant in Fridley was completed around 1940. The process equipment and structures periodically need repairs. Each plant has chemical feed systems, which have a shorter life than the building structures, and will continue to be replaced under this program. Process control and monitoring equipment need regular updating. While the sand filters at Columbia Heights have been replaced by Ultrafiltration, the pretreatment processes remain in service to condition the feed water for the ultrafiltration plant. All of these facilities, including pumping and transmission piping within and between the treatment campuses need replacement of significant parts or systems to maintain operability.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds	0							
Water Revenue	19,500	3,000	4,000	5,000	5,000	5,000	22,000	5,500
Total	19,500	3,000	4,000	5,000	5,000	5,000	22,000	5,500

Project Title: WTR23 Treatment Infrastructure Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	480	640	800	800	800	3,520
Construction Costs	2,377	3,170	3,962	3,962	3,962	17,432
General Overhead	143	190	238	238	238	1,048
Total	3,000	4,000	5,000	5,000	5,000	22,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers—in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers including residents.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers including businesses.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. Specifically this project includes many small to medium-sized improvement projects that have been identified as necessary to maintain the water treatment plants on the water works sites. Included among these projects are rehabilitation and upgrades to our residuals-handling and sewer systems to ensure all aspects of operations are protective of the environment.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Treatment Infrastructure Improvements allows for on-going small renovations to delay or avoid larger Capital Projects. Projects are identified each year based on condition assessments, and prioritized based on an organized risk evaluation system. 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. Replacement or rehabilitation of processes and systems at the optimal point in their lifecycle, based on their condition and impact on levels of service lowers the overall life-cycle cost of operations. This process ensures our operations stay efficient and effective.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Project Title: WTR23 Treatment Infrastructure Improvements

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None finalized. Plan for Custom Efficiency rebates (electric power savings) from Xcel Energy where possible.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes,

Project Title: WTR23 Treatment Infrastructure Improvements

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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.

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.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

We have developed a long, 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.



Recent Construction -
Sodium Hydroxide System



Recent Construction - Ammonia System



Pump Station Condition Assessment
and Future Rehabilitation

Project Title: WTR24 Fridley Filter Plant Rehabilitation

Project Location: Fridley Filtration Plant
City Sector: Citywide
Project Start Date: 1/1/13
Submitting Department: Public Works
Contact Person: Dale Folen
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 12/31/19
Department Priority: 1
Contact Phone Number: (612) 673-4908

Project Description:

This project will renovate twenty granular media filters, constructed around 1925, at the Fridley Filter Plant. The filters were partially renovated in the 1960's and 1970's. The proposed project will include more systems than the previous renovation, including replacing piping and valves, as well as replacing filter underdrains and filtration media. The old spent filter backwash water recovery system will be replaced and disinfection contact tanks will be added. New filtration media will include granular activated carbon to control potential tastes and odors. The project will modernize the backwash supply system to meet industry best practices, and improve flow path redundancy.

Purpose and Justification:

The main purpose of the project is to extend the life of the existing structure, improve filtered water quality and improve system reliability. Detailed evaluations of filters in 2010 and 2011 confirmed concerns regarding conformity of filter media with current standards, adequacy of the backwash supply and residuals handling systems, and efficacy of filter controls and monitoring.

Recent evaluations of taste and odor technologies found that replacing filter media with granular activated carbon (GAC) will address taste and odor challenges while continuing to meet treatment goals. Use of GAC requires modification to disinfection practices and additional storage volume for disinfection contact time at all plant rates. The recent redundancy improvements will allow filter rehabilitation to be constructed in two phases with half the plant operational during construction.

The cost-saving cancellation of the ultrafiltration project at the Fridley campus makes it even more critical to properly maintain and optimize performance of the Fridley Filtration Plant.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds	20,700	17,000	16,500	9,500			43,000	
Water Revenue	800	1,500					1,500	
Total	21,500	18,500	16,500	9,500			44,500	

Project Title: WTR24 Fridley Filter Plant Rehabilitation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	2,960	2,640	1,520			7,120
Construction Costs	14,659	13,074	7,528			35,261
General Overhead	881	786	452			2,119
Total	18,500	16,500	9,500			44,500

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers — in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Fridley Filter Plant Rehabilitation project's goal is to extend the life of the existing structure, improve water quality, and improve system reliability. The Fridley Filter Plant in conjunction with other water assets provides high quality water to all customers including residents of Minneapolis.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Fridley Filter Plant Rehabilitation project's goal is to extend the life of the existing structure, improve water quality and system reliability. The Fridley Filter Plant is the high capacity filter plant for the City's water production system and in conjunction with other water assets provides high quality water to industry, commerce, and residents of Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Fridley Filter Plant Rehabilitation project supports our efforts to manage and improve the City's infrastructure by extending the life of the existing structure, improving filtered water quality and improving system reliability. Recent evaluations of taste and odor technologies found that replacing filter media with granular activated carbon (GAC), as this project will do, will address taste and odor challenges while continuing to meet treatment goals. The entire project works towards providing high quality water to all customers.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The Fridley Filter Plant Rehabilitation project will help make the Fridley Filter Plant more efficient. In addition to extending the life of the existing structure, improving water quality, and improving system reliability the project will modernize the backwash supply system to meet industry best practices, and improve flow path redundancy.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Project Title: WTR24 Fridley Filter Plant Rehabilitation

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place on May 23, 2011. The project was found consistent with the City's comprehensive plan. No additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Performing collaborative research with the University of Minnesota by pilot testing of granular activated carbon filters to evaluate and optimize filter media performance, confirm key design parameters, and to show treatment effectiveness with contaminants of emerging concern.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes,

Project Title: WTR24 Fridley Filter Plant Rehabilitation

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 30

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$8,000,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Generally plan for neutral change in operating cost. Attempt to improve efficiency wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2014:

- Complete construction of redundancy improvements.
- Detailed investigations to finalize the scope of the design and construction project.
- Begin design of improvements and rehabilitation for filters, backwash, and disinfection systems.

2015:

- Complete final design phase and bidding.

2016 through 2020:

- Begin construction of system improvements.
- Complete construction in phases

There is approximately \$8,000,000 in prior year bond authorizations from 2015. This money was not spent in 2015 due to additional time spent in thorough evaluations of several sub-system alternatives prior to final design.

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:

Very little flexibility, since the project sequencing and completion dates have been defined for the Contractor in the design documents.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Fridley Filter Plant is the high capacity filter plant for the City's water production system.

The ultrafiltration project on the Fridley campus, cancelled in early 2009, would have replaced the filters being rehabilitated by this project.



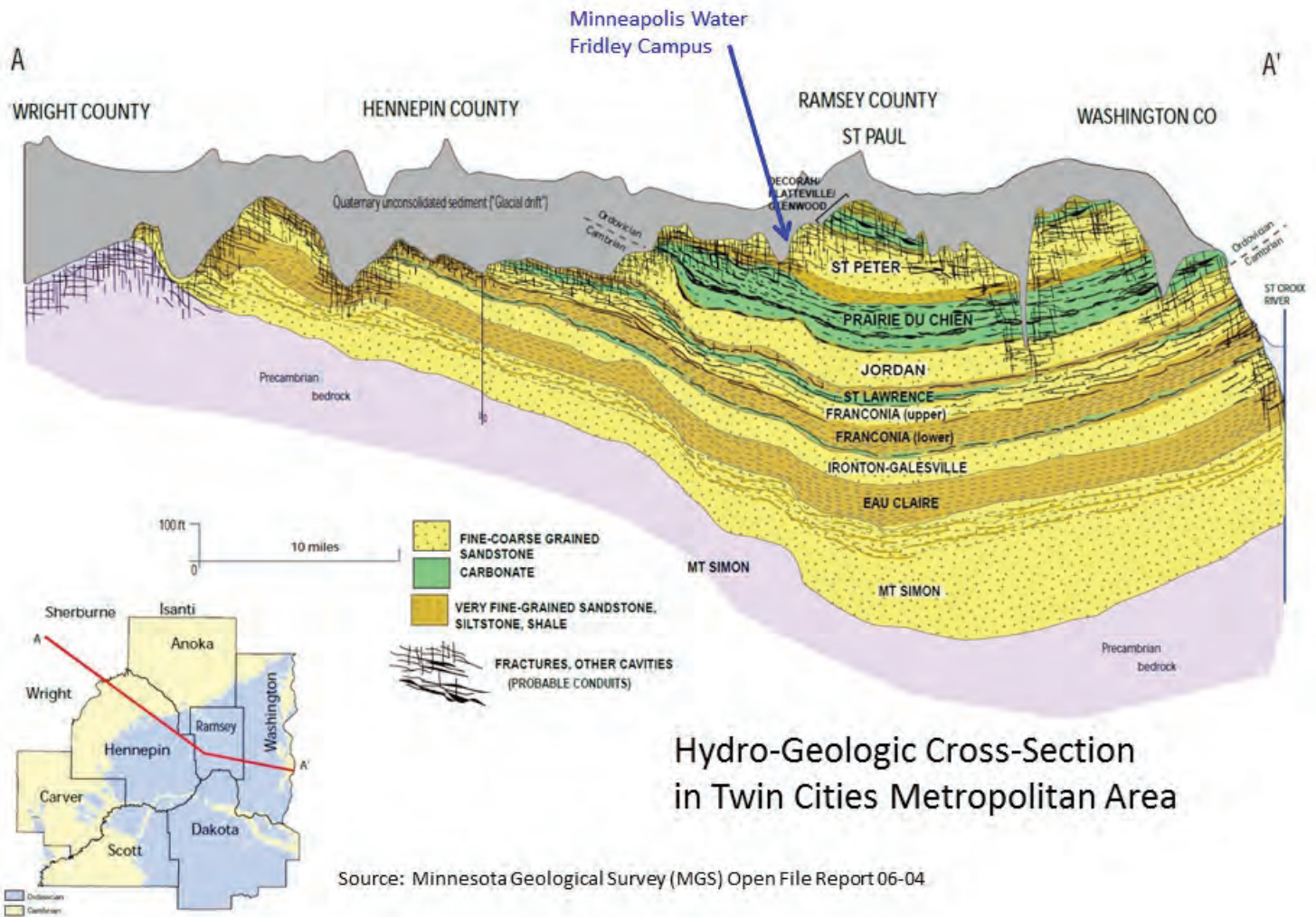
Fridley Filtration Plant, completed around 1927



Technology Research with University of Minnesota



Pipe Gallery Rehabilitation



Project Title: WTR26 Recarbonation System Replacement

Project Location: Treatment campus in Fridley

City Sector: Citywide

Project Start Date: 1/1/15

Submitting Department: Public Works

Contact Person: Dale Folen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/17

Department Priority: 4

Contact Phone Number: (612) 661-4908

Project Description:

Replacement of the carbon dioxide feed system and storage tanks at the Fridley Softening Plant. The softening plant removes minerals from the water by raising the pH of the water. The recarbonation system uses carbon dioxide to decrease the pH of the water, bringing it nearer to neutral for the next stages in the treatment process.

Purpose and Justification:

The existing steel storage tanks were installed between 1947 and 1951. The feed system is from the same era or earlier. Some parts of the system were replaced about 20 years ago. The tanks have volume to serve for about 7 days between deliveries. The proposed system will have a capacity to meet average needs for about 30 days. This will improve system resiliency.

The project need was identified in the project priority evaluation with the Treatment Infrastructure Improvements program (WTR23). It has been listed as a separate project due to its large size.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds	1,000	3,500					3,500	
Water Revenue	3,000	1,000					1,000	
Total	4,000	4,500					4,500	

Project Title: WTR26 Recarbonation System Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	720					720
Construction Costs	3,566					3,566
General Overhead	214					214
Total	4,500					4,500

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers — in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The recarbonation system is part of the water softening process. The softening process done at municipal scale is more cost effective than small scale water softeners that would otherwise be installed in homes and businesses. Further, the softening process used at Minneapolis yields a stable water, compared with small scale (salt ion exchange type) softeners that yield a corrosive water. The softening plant also removes a large part of the natural organic matter from the river water, improving the quality of the water for all customers, including residents.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The recarbonation system is part of the water softening process. The softening process done at municipal scale is more cost effective than small scale water softeners that would otherwise be installed in homes and businesses. Further, the softening process used at Minneapolis yields a stable water, compared with small scale (salt ion exchange type) softeners that yield a corrosive water. The softening plant also removes a large part of the natural organic matter from the river water, improving the quality of the water for all customers, including businesses.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Recarbonation System Replacement supports our efforts to manage and improve City infrastructure for current and future needs. The Recarbonation system is a vital part of the Softening Plant. The proposed system will allow more accurate process control, and increase efficiency in the use of carbon dioxide.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The project will replace a system that is more than 60 years old, and substantially undersized. The proposed system will increase on-site storage from 7 to 30 days. This brings to system to meet modern standards, and will improve system resiliency; specifically in not being affected by short-term supply chain interruptions.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including

Project Title: WTR26 Recarbonation System Replacement

specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Reviews with the Planning Commission will be a future task.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes,

Project Title: WTR26 Recarbonation System Replacement

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2018

What is the estimated annual operating cost increase or (decrease) for this project? (15,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$2,269,550

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The proposed system reduces costs by more efficient injection of the purchased Carbon Dioxide compared with the existing system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Design Phase 2015

Construction Phase 2015-2017

There is \$2,269,550 in prior year bond and revenue authorizations from 2015; this includes \$1,000,000 in bond authorizations and \$1,269,550 in unspent revenue authorizations. This money was not spent in 2015 due to extra time spent thoroughly investigating a newer technology that uses water more efficiently than the more common modern system.

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:

Very little flexibility.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Recarbonation system is a vital part of the Softening Plant. The proposed system will allow more accurate process control, and increase efficiency in the use of carbon dioxide.



Project Title: WTR27 Automated Meter Infrastructure

Project Location: City-Wide

City Sector: Citywide

Project Start Date: 1/1/16

Submitting Department: Public Works

Contact Person: Marie Asgian

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/20

Department Priority: 7

Contact Phone Number: (612) 673-5682

Project Description:

The scope of work for this project includes: the research, purchase and installation of the electronic infrastructure (radio receiving antennae, software and hardware) necessary to support an advanced meter reading system.

Last year's Capital Budget Request for WTR27 included a multi-year citywide meter change out program beginning in 2019. In 2015, a study was conducted to evaluate the operational effectiveness of conducting a five year full scale meter change out vs. an ongoing annual program wherein a percentage of the City's meters would be replaced each year. Efficiencies were identified in changing the program to an annual ongoing capital expenditure. The Capital Budget Request for WTR12 reflects an increased allocation beginning in 2017 to fund this replacement program. Funding requested for WTR27 has been reduced by a commensurate amount. WTR27 now reflects only the startup costs in evaluating systems, procuring, and installing technology infrastructure to upgrade remote meter reading data communication to the City's Utility Billing system.

Purpose and Justification:

The purpose for this project is to upgrade automated water meter reading technology. The benefits of this are twofold: improved efficiency in the automated meter reading process and improved services to City water customers.

The existing technology utilized by the City for automated meter reading consists of a van equipped with a data collector that drives the streets in a route on the designated meter reading day. The data is downloaded to the Utility Billing system when the van returns to the shop at the end of the day. Upgraded technology involves a network of data collectors that are strategically placed and permanently installed to capture meter reading data continuously without a person driving a route. This eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds		2,620	700	1,800	1,700		6,820	
Water Revenue	250							
Total	250	2,620	700	1,800	1,700		6,820	

Project Title: WTR27 Automated Meter Infrastructure

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	367	98	252	238		955
Construction Costs	2,128	569	1,462	1,381		5,540
General Overhead	125	33	86	81		325
Total	2,620	700	1,800	1,700		6,820

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the improvement of the water infrastructure, and the health of the City's residents and workers, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Among the benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation. These benefits provide a better overall service to all of our customers, including residents of Minneapolis.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

Among the benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation. All of which assist in providing water to all of our customers including businesses across Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The upgraded technology (a network of data collectors that are strategically placed and permanently installed to capture meter reading data continuously without a person driving a route) eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

The purpose for this project is to upgrade to automated water meter reading technology. Some of the benefits of this are improved efficiency in the automated meter reading process and improved services to City water customers. All of these help us operate more efficiently, effectively, and provided better service to our customers.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Project Title: WTR27 Automated Meter Infrastructure

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Reviews with the Planning Commission will be a future task.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned 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.

Project Title: WTR27 Automated Meter Infrastructure

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2023

What is the estimated annual operating cost increase or (decrease) for this project? (100,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

At present time, most of the remote meter readings for billing are collected by a receiver in a van that drives every street in the City once a month. The new automated meter reading systems use a fixed network with receivers that serve a several block range that convey the signal to the City's billing system. This would eliminate the need for the equipped van and the employee to drive it. However, some of these savings will be offset by costs associated with maintaining the AMI software and related infrastructure.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Annual operating costs are expected to decline for this project.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

None anticipated.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This project will have phases that include research, design, purchase and implementation. The first year of the project will consist of research and design. Implementation will occur in the following.

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 certain amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project will be by neighborhood. We can increase or decrease the number of neighborhoods to be included in each year's change-over plan.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The benefits of advanced metering infrastructure (AMI) are operational efficiency, improved customer service, and water conservation.

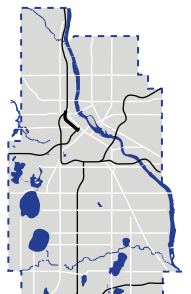


Water Meter



ERT - Encoder - Receiver - Transmitter

CITYWIDE



Capital Budget Request

Project Title: WTR28 Ultrafiltration Module Replacement

Project Location: Treatment campus in Columbia Heights

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Dale Folen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/20

Department Priority: 6

Contact Phone Number: (612) 661-4908

Project Description:

Replace the internal filter membrane modules (cartridges) in the Ultrafiltration plant that has been operational since 2006. The existing modules began service in 2010. Also repair or replace other short-life components such as instruments or frequently operated valves.

Purpose and Justification:

This is normal procedure for membrane filtration plants like the Minneapolis Ultrafiltration plant at Columbia Heights. The equipment that holds the filter modules will last 20 to 30 years, but the modules themselves have a 7 year warranty.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds		2,200	2,200	2,200	2,200		8,800	
Total		2,200	2,200	2,200	2,200		8,800	

Project Title: WTR28 Ultrafiltration Module Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	264	264	264	264		1,056
Construction Costs	1,831	1,831	1,831	1,831		7,325
General Overhead	105	105	105	105		419
Total	2,200	2,200	2,200	2,200		8,800

Have Grants for this Project been secured? ☐

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/or bond funds.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the improvement of the water infrastructure, and the health of the City's residents and workers, in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Ultrafiltration Module Replacement project will continue the production of a high quality supply of water from the Columbia Heights Membrane Plant for residents across Minneapolis.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The Ultrafiltration Module Replacement project will continue the production of a high quality supply of water from the Columbia Heights Membrane Plant for businesses across Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Ultrafiltration Module Replacement project will replace the membrane filter modules in the Ultrafiltration plant and repair or replace other short-life components such as instruments or frequently operated valves. This type of management of infrastructure allows us to continue providing high quality service now and well into the future.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Replacement of aged membrane modules and frequently-operated equipment at the correct point in their lifecycle lowers the overall life-cycle cost of operating the facility.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Project Title: WTR28 Ultrafiltration Module Replacement

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project is planned maintenance for a project that was approved by the Planning Commission in 1999.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned 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.

Project Title: WTR28 Ultrafiltration Module Replacement

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 7

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The project will decrease operating costs, but it is difficult to predict the amount. As ultrafiltration modules near the end of their life, the repair frequency increases, causing the need for increased labor costs. Replacing the modules in a timely manner will reduce the cost of repair labor.

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.

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:

Very little flexibility, since the module replacement must be done for a group of ten filters at the same time, due to the piping arrangement in the plant.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The membrane modules were replaced in 2010 as a part of a warranty claim. Those modules will reach their written warranty in 2017.



Capital Budget Request

Project Title: WTR29 Columbia Heights Campus Upgrades

Project Location: Water campus in Columbia Heights

City Sector: Citywide

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Dale Folen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/25

Department Priority: 8

Contact Phone Number: (612) 661-4908

Project Description:

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is a systematic strategy to replace the function of structures built prior to about 1920. One of the primary needs is to remove the Open Reservoir from service. The project will include selective repair of two drain pipelines, construction of additional drain pipeline to recycle spent filter backwash water from the ultrafiltration (2005) treatment plant to the Softening Plant, a pipeline to bypass the main process water around the Open Reservoir, and eventual re-purposing of the Open Reservoir. The project will also include improvements to the metering system that serves all customers from the Hilltop Reservoirs.

Purpose and Justification:

The Open Reservoir has several concerns, including vulnerability, safety, and periodic water quality concerns that make filtration more difficult. Currently, all water pumped to the Columbia Heights campus flows through the Open Reservoir. Spent filter backwash water (the water used to clean the filters) from the Ultrafiltration Plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed to convey water around the reservoir. The metering system for the Hilltop Reservoir needs updating and improved redundancy.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Water Bonds			4,180	4,250	4,200	1,340	13,970	
Water Revenue		500					500	
Total		500	4,180	4,250	4,200	1,340	14,470	

Project Title: WTR29 Columbia Heights Campus Upgrades**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	476	585	595	588	188	2,432
Construction Costs		3,396	3,453	3,412	1,089	11,349
General Overhead	24	199	202	200	64	689
Total	500	4,180	4,250	4,200	1,340	14,470

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☒ **Living well: Minneapolis is safe and livable and has an active and connected way of life**
- ☐ **One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper**
- ☒ **A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here**
- ☒ **Great Places: Natural and built spaces work together and our environment is protected**
- ☒ **A City that works: City government runs well and connects to the community it serves**

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers — in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The open-air Softened Water Reservoir has experienced water quality issues related to seasonal algae growth and poses a vulnerability concern. Algae growth increases the cost of water treatment, and could potentially cause taste and odor concerns. The Columbia Heights Campus Upgrades includes projects to bypass and eliminate this reservoir from the treatment train to ensure high quality water with minimized taste and odor is supplied to all customers including Minneapolis residents.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

The open-air Softened Water Reservoir has experienced water quality issues related to seasonal algae growth and poses a vulnerability concern. Algae growth increases the cost of water treatment, and could potentially cause taste and odor concerns. The Columbia Heights Campus Upgrades includes projects to bypass and eliminate this reservoir from the treatment train to ensure high quality water with minimized taste and odor is supplied to all customers including Minneapolis businesses.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. The proposed project is a systematic strategy to replace the function of structures built prior to about 1920, including pipe and drainlines that may be leaking process or residual flows. The project also plans for properly disposing of infrastructure that has completed its useful life both in physical condition and operational purpose.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Water quality issues related to seasonal algae growth have occurred within the open-air Softened Water Reservoir. This increases the cost of water treatment, and could potentially cause taste and odor concerns. Carrying out the Columbia Heights Campus Upgrade project increases the efficiency of operations and improves customer service by minimizing taste and odors while continuing to recycle residuals to the head of the treatment process.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Project Title: WTR29 Columbia Heights Campus Upgrades

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Environment: Minneapolis will promote sustainable design practices in the preservation, development, and maintenance of its natural and built environments, provide equal access to all of the city's resources and natural amenities, and support the local and regional economy without compromising the needs of future generations.

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Reviews with the Planning Commission will be a future task.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Project Title: WTR29 Columbia Heights Campus Upgrades
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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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 40

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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.

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:

- Extension and Improvements to pipeline for recycling spent filter backwash water: Design 2017, Construction 2018-2019.
- Metering system Improvements for Hilltop Reservoir: Design 2017, Construction 2018.
- Pipeline to bypass the Open Reservoir: Design 2019, Construction 2020.
- Re-purposing of the Open Reservoir: After 2020.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible to adjust expenses between years.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. Recent and near-future operations 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.



Columbia Heights Water Treatment Campus



Capital Budget Request

Project Title: WTR9R Reimbursable Watermain Projects

Project Location: Various

City Sector: Multiple

Project Start Date: 1/1/11

Submitting Department: Public Works

Contact Person: Marie Asgian

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/31/21

Department Priority:

Contact Phone Number: (612) 673-5682

Project Description:

These funds are requested to allow Public Works Water Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Reimbursements	10,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000
Total	10,000	2,000	2,000	2,000	2,000	2,000	10,000	2,000

Project Title: WTR9R Reimbursable Watermain Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	280	280	280	280	280	1,400
Construction Costs	1,625	1,625	1,625	1,625	1,625	8,124
General Overhead	95	95	95	95	95	476
Total	2,000	2,000	2,000	2,000	2,000	10,000

Have Grants for this Project been secured? ☐

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 funds, then be reimbursed by the requesting entity.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Contributions will vary for each sub-project.

This project contributes to the maintenance of the water infrastructure, and the health of the City's residents and workers - in furtherance of the following City Goals.

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

By coordinating with other agencies, businesses and individuals we are able to minimize disruption to water service and ensure the delivery of high quality water to all of Minneapolis, including residents.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

These funds are requested to allow Public Works Water Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Thus, these projects often directly support business efforts or are part of a project that may improve the business environment in Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

Reimbursable Water Main projects help us and others manage and improve the City's infrastructure in a coordinated manner.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

By coordinating with other agencies, businesses and individuals we are able to efficiently and effectively contribute to large scale projects or those projects where coordination is essential.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing community.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

Project Title: WTR9R Reimbursable Watermain Projects

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No.

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 40

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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 Water Maintenance Department would cover any routine costs that would result from the improvements made by this program. Generally plan for neutral change or decrease in operating cost. Attempt to improve efficiency wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: FIR11 Fire Station #11

Project Location: 935 5th Avenue SE
City Sector: East
Project Start Date: 3/1/17
Submitting Department: Fire Department
Contact Person: Bob Friddle
Level of Need: Important

Affected Wards: 3
Affected Neighborhood(s): Marcy-Holmes
Estimated Project Completion Date: 3/1/19
Department Priority: 02 of 02
Contact Phone Number: 612-673-3387

Project Description:

This Project will plan, design, and construct a new Fire Station # 11 at the City owned property at 935 5th Avenue South East.

Purpose and Justification:

The location and configuration of the current Fire Station No. 11 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility due to age. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas, have combined to create a demand for private sleeping rooms.

Because of higher demand, due to shifts in property development and street access, response times for Fire Station #11 have decreased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands on Fire Station #11, a new facility and a better location will improve service and response times to these surrounding neighborhoods.

The current Fire Station #11 is located (on a residential street) at 229 6th St. S.E. The original station, built in 1925, is a two-story brick building including a finished basement, with two apparatus bays. The area of the station is approximately 16,500 square feet. The Fire Station serves the East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains for a total of 30 occupants.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters. The building will be designed aesthetically to fit into the surrounding setting of the neighborhood to become part of the urban fabric. The primary design goals and objectives of the Fire Department are private sleeping rooms (Male/Female separation,) natural light to all living areas, a residential "home" feel to the living areas and blending the station into neighborhood surroundings. The building will be designed, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the East Yards Water Distribution and Maintenance Facility which is to be relocated as part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	2,375		3,350	1,000			4,350	
Total	2,375		3,350	1,000			4,350	

Project Title: FIR11 Fire Station #11

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		75	75			150
Furniture, Fixtures, and Equipment			77			77
Construction Costs		3,115	800			3,915
General Overhead		160	48			207
Total		3,350	1,000			4,350

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new

Project Title: FIR11 Fire Station #11

technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

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 FS#11 for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

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.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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

NA

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? 20,000

Any Prior Year Remaining Bond Authorizations? Yes

Project Title: FIR11 Fire Station #11

Prior Year Remaining Bond Authorizations: \$465,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and effective to clean on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be \$20,000 a year higher based on comparative stations. The average maintenance costs (3-year average)(2013- 2015) for the current Fire Station #11 was \$52,092 and the average maintenance costs for the newly constructed FS #14 for the same period of time was \$66,621. Energy costs in 2015 for FS#11 were \$18,643 (\$1.60 per square foot) and were \$21,323 (\$1.42 per square foot) for Fire Station #14.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Increased costs have been planned for in the City's 5-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Bonds have not been sold for this project. The City has acquired a site to relocate the Water Distribution function. Therefore the project can now move forward.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Staff plans on proceeding with the design of the new station (in late 2016) with construction beginning at the time in which the Water Distribution function moves to its new location.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 project does not include any cost for acquiring property as the site is City-owned. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The current fire station has redevelopment potential and will be marketed for redevelopment by the Community Planning and Economic Development (CPED) department.

Capital Budget Request

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

Project Location: 530 South 3rd Street
City Sector: Downtown
Project Start Date: 3/1/17
Submitting Department: Fire Department
Contact Person: Bob Friddle
Level of Need: Important

Affected Wards: 3
Affected Neighborhood(s): Downtown West
Estimated Project Completion Date: 12/31/18
Department Priority: 1 of 3
Contact Phone Number: 612-673-3387

Project Description:

This project would provide for the comprehensive renovation and expansion of Fire Station #1 at its current location.

Purpose and Justification:

Fire Station #1 (built in 1908 and remodeled in 1963) is a traditional two-story brick building with a partial basement and two apparatus bays, and living space. The building has a significant amount of deferred capital maintenance as the long term plan called for its eventual replacement. This building currently houses Engine #1 and the "on shift" Duty Deputy. Strategic Planning called for this station to be replaced as part of serving (an ever growing) downtown population and redevelopment potential.

In 2003, Fire Station #10 closed (19 Fourth Street North, now Police Precinct #1) and the Fire Department staff was transferred to Fire Station #6 (near the Convention Center) with the goal of replacing Station #1 with a larger station that would accommodate the staffing and equipment needs for higher density residential housing and large scale commercial structures. The thought at the time (as well as today) is the downtown and adjacent neighborhoods can be served with two larger stations at the outer edges of the central commercial district.

With two downtown locations (vs. three) the numbers of calls/responses by Fire Station 1 has risen dramatically over time (from 979 responses in 1993 to 3,661 responses in 2015) (374% increase). Response times from this location meet the Department's response time performance goals. The current location has good access points to the existing transportation routes and therefore the project would renovate and expand at the current location.

Station #1 would be expanded into a multifunctional station with the addition of specialized equipment, personnel, and administrative staff. The addition/expansion to the current station would include new apparatus bays for an Engine Company, Mobile Command, Ladder Company, and the Duty Deputy; this would be in conjunction with redesigning the original building to accommodate the relocation of the Fire Chief's Headquarters (out of City Hall). Placing Fire Headquarters at Station #1 will remove the physical separation of fire suppression and administrative operations, providing more growth for leadership opportunities and better continuity for daily operations. In addition, with this consolidation of services, it will also contribute to providing a more expansive relationship with the downtown community.

In order to keep Fire Service operating (during the project) the expansion would be built first and then the original structure would be renovated for its new intended use.

City leadership continues to look at the option of relocating the station and building new. This option would provide for the current block to be redeveloped without having to work around the current or renovated/expanded station. A new station is envisioned to be part of a mixed development and not envisioned to be a stand alone building/site. If that option is selected, project budgets would be revised at that time.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	3,500		3,000				3,000	
Total	3,500		3,000				3,000	

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		75				75
Furniture, Fixtures, and Equipment		75				75
Construction Costs		2,707				2,707
General Overhead		143				143
Total		3,000				3,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant and other non-City funding have not been applied for at this time. Even though the building is old it may not be seen as architecturally or historically significant.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

This project improves the ability of the Fire Department to provide services to the public—in furtherance of the following City Goals.

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

If the station is renovated and expanded at its current location it is a barrier to development of that block.

Does the project support redevelopment opportunity that without the project would be infeasible?

Relocating the station provides for a redevelopment opportunity on that block.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

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.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes

Is the proposed project on an existing or planned 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

NA

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2019

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

What is the estimated annual operating cost increase or (decrease) for this project? 60,000

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$3,500,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

It is anticipated that the additional square footage would cost \$6.00 per square foot to maintain and provide utilities for. Without a completed design it is anticipated that the new addition will be 10,000 square feet. Therefore an additional \$60,000 of expense is anticipated for the future. The Fire Department would be vacating space in City Hall that can be used by other departments, thus reducing the operating impact by the City leasing less space.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Increased costs have been planned for in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

If the station is relocated and built new, the intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacements starting in the 25th year of operation.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Bonds have not been sold at this time. Previous appropriations will be utilized once a decision on renovate/expand vs. relocate and build new has been made.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The project is planned to be constructed as a single project over a two-year period.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Cost estimates are not based on an actual design. The project does not include any cost for acquiring property at this time (or revenue from selling the current site). The estimates will be updated once a strategic decision on location is made and schematic design has been completed.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The existing Station #1 is 106 years old. Even though the block is ready for large scale development, including the current Fire Station into a development project may be a financial burden that would impede a normally viable project.

Capital Budget Request

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

Project Location: 1101 North 6th Street

City Sector: Downtown

Project Start Date: 1/1/20

Submitting Department: Fire Department

Contact Person: Bob Friddle

Level of Need: Desirable

Affected Wards: 3

Affected Neighborhood(s): North Loop

Estimated Project Completion Date: 10/15/20

Department Priority: 3 of 3

Contact Phone Number: 612-673-3387

Project Description:

This project would provide for an apparatus bay expansion at Fire Station #4.

Purpose and Justification:

Fire Station #4 is a traditional two-story brick building with a partial basement and two apparatus bays, and living space.

With the development in the North Loop, an addition of an apparatus bay that would accommodate the equipment needs for higher density residential housing and large scale commercial structures.

The current location has good access points to the existing transportation routes and therefore the project would expand at the current location. Fire Service would continue operating during the project.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds						750	750	
Total						750	750	

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management					89	89
Furniture, Fixtures, and Equipment					75	75
Construction Costs					550	550
General Overhead					36	36
Total					750	750

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants and other non-City funding have not been applied for at this time.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Location and Design Review has not yet been applied for.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The only potential partner may be Hennepin Medical (ambulance).

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

NA

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2021

What is the estimated annual operating cost increase or (decrease) for this project? 2,500

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Additional operating costs will be minimal.

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

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:

This project can be completed in one 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:

Funding is flexible

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Expanding the current station is significantly less expensive than replacement. Expansion will meet the Fire Department's needs in this part of the City for the foreseeable future.

Capital Budget Request

Project Title: MPD02 Property & Evidence Warehouse

Project Location: TBD

City Sector: Multiple

Project Start Date: 1/1/16

Submitting Department: Police Department

Contact Person: Greg Goeke

Level of Need: Desirable

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 5/1/17

Department Priority: 1 of 2

Contact Phone Number: 612-673-2706

Project Description:

To acquire and modify an existing building that will meet the operational needs of the Property and Evidence Storage Unit of the Minneapolis Police Department.

Purpose and Justification:

The proposed facility will be designed to meet all court-mandated chain-of-custody requirements for evidence. The design objective for this Project is to have an evidence storage facility that can be accredited by the International Association for Property and Evidence (IAPE), and by the American Society of Crime Lab Directors (ASCLD). These national organizations have developed the standards for space, safety and operations of evidence storage facilities.

The existing Property and Evidence Unit is managed by the Support Services Division of the Minneapolis Police Department and is located in City Hall, with their main offices in Room 33 and evidence storage in the basement. In addition to City Hall, there are two warehouses located at 6024 Harriet Avenue South and 74 14th Avenue North East. This scattering of facilities around the City lends itself to inefficient use of staff and logistical problems related to proper evidence storage procedures. The current facilities are deficient in adequate storage capacity for the volume of evidence and size of items being retrieved from crime scenes.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	0	4,200					4,200	
Total	0	4,200					4,200	

Project Title: MPD02 Property & Evidence Warehouse**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	300					300
Furniture, Fixtures, and Equipment	400					400
Construction Costs	3,300					3,300
General Overhead	200					200
Total	4,200					4,200

Have Grants for this Project been secured? ☐

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.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☐ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES
City operations are efficient, effective, results-driven, and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

Project Title: MPD02 Property & Evidence Warehouse

This project would free up 74 14th Avenue North East for redevelopment.

Does the project support redevelopment opportunity that without the project would be infeasible?

74 14th Avenue North East is slated for redevelopment. An RFP will be issued in 2016 for planned redevelopment in 2017.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Currently there are no partners.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 30

Year that Operating Incr/(Decr) will take effect? 2017

What is the estimated annual operating cost increase or (decrease) for this project? (70,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

With the current structure of three locations, the amount of time spent driving between these locations costs the city and the department substantial expense. For one trip to pick up or drop off evidence from Harriet Ave to the NE warehouse and back costs the city \$48 in salary. If the same items were in one location, it would take roughly 15 minutes to handle the same items at a cost of \$6. There is a \$42 savings by having items in one location.

Also, this operation utilizes valuable City Hall space that can be utilized by other departments and reduce the City's overall cost (\$70,000 per year) for leased space downtown.

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:

The intended life of a renovated facility should be at least 40 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Title: MPD02 Property & Evidence Warehouse

Future capital investment will be dependent upon the condition of the building purchased and whether the building has been invested in over its life.

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:

Acquisition and Design in 2016, Renovation in 2017

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Acquisition and modification to an existing warehouse facility can be completed within a given year.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project would contribute to the Downtown Strategic Real Estate Plan and free up a current site for redevelopment

Project Title: MPD04 Mounted Police Facility

Project Location: 17 37th Avenue North East

City Sector: North

Project Start Date: 3/31/16

Submitting Department: Police Department

Contact Person: Bob Friddle

Level of Need: Desirable

Affected Wards: 1

Affected Neighborhood(s): Columbia Park

Estimated Project Completion Date: 3/31/22

Department Priority: 2 of 2

Contact Phone Number: 612-673-3387

Project Description:

This project will plan, design, and construct a new Mounted Patrol facility in Northeast Minneapolis.

The new Mounted Patrol facility is proposed to be located on City-owned property located at 17 37th Ave NE in Minneapolis. This property is located to the East of the existing MPD Canine training facility.

Purpose and Justification:

The new Mounted Patrol facility is proposed to be located on City-owned property located at 17 37th Ave NE in Minneapolis. This property is located to the East of the existing MPD Canine training facility.

Currently, the Mounted Patrol unit leases stable space at the Zurah Shriner's Ranch in Rockford, MN. This location is over 26 miles one way and requires the MPD to travel back and forth twice a day to downtown Minneapolis with multiple staff members, horses, and vehicles. There are significant cost and logistical constraints in leasing this space so far from the central business district where the mounted patrol is utilized.

Phase 1 of the proposed Mounted Patrol stable would ease these constraints by allowing the horses to be boarded in NE Minneapolis, thus reducing travel distance to 5 miles. Being so close, the Mounted Patrol officers could ride the horses down along the river to 1st Precinct in about 30 minutes. This gives the opportunity for the horses to get some exercise, reduce travel costs/time, and save on carbon emissions from vehicles.

Phase 1 would still utilize a smaller lease at the Zurah Ranch due to the horses needing pasture land and time to graze. The MPD would rotate 3-4 horses at a time to the leased space and board the remainder of the horses at the proposed new facility.

Phase 2 of the proposed facility is to plan, design, and construct an indoor training arena and pasture land at the NE Minneapolis site, therefore eliminating the need for the Zurah Ranch lease. The completion of this phase would also eliminate the majority of travel costs/time of utilizing the leased space.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Contributions & Private Donations			500	500	600		1,600	
Net Debt Bonds		50	500	500	600		1,650	
Total		50	1,000	1,000	1,200		3,250	

Project Title: MPD04 Mounted Police Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	48	102	102	38		290
Furniture, Fixtures, and Equipment			50	5		55
Construction Costs		850	800	1,100		2,750
General Overhead	2	48	48	57		155
Total	50	1,000	1,000	1,200		3,250

Have Grants for this Project been secured? ☐

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. Fundraising will start at the completion of schematic design and is envisioned to match the City's investment in the project.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: Minneapolis is safe and livable and has an active and connected way of life

- All neighborhoods are safe, healthy, and uniquely inviting

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

- City operations are efficient, effective, results-driven, and customer –focused

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

- The city's infrastructure is managed and improved for current and future needs

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

Project Title: MPD04 Mounted Police Facility

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

NA

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

TBD

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2020

What is the estimated annual operating cost increase or (decrease) for this project? (140,000)

Any Prior Year Remaining Bond Authorizations? No
Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The project when fully implemented anticipates a reduction of \$140,000 per year in operating costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Costs to operate the facility will be more than offset by reduced rent and reduced travel costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 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.

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:

The proposed project will be a (2) phased approach:

- PHASE 1:

Plan, design, and construct a new horse stable, outdoor training area, and associated site work in Minneapolis. This phase will require the MPD to continue the Zurah Shriner's Ranch on a reduced lease.

- PHASE 2:

Plan, design, and construct an indoor arena and develop 3 acres of pasture land to the proposed NE Minneapolis location. This will allow the MPD to discontinue the lease at the Zurah Shriner's Ranch and eliminate all the travel costs that accompany utilizing the leased space.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 delivery is flexible. The City can continue to pay rent and travel costs.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The overall perception of the Mounted Patrol is compromised by the negative perception associated with the high cost for boarding and transportation of the horses. This project is being proposed to have 50% private financing.

Project Title: PSD15 Traffic Maintenance Facility Improvement

Project Location: 300 Border Avenue North

City Sector: North

Project Start Date: 1/1/14

Submitting Department: Public Works

Contact Person: Chris Backes

Level of Need: Desirable

Affected Wards: 5

Affected Neighborhood(s): North Loop

Estimated Project Completion Date: 6/30/18

Department Priority: 1 of 1

Contact Phone Number: 612-673-3774

Project Description:

The scope of the project is a phased renovation envisioned to replace the heating, ventilation, air conditioning (HVAC), ceilings and lighting, electrical distribution, life-safety systems, roofing, code and ADA deficiencies for the building. Phase 1 of the project was completed in 2015.

Purpose and Justification:

The Traffic Maintenance facility is home to the Public Works Traffic Management and Maintenance staff who are responsible for the daily maintenance of street and signal lighting, traffic markings and signage, and overall traffic management strategies. The facility houses the new multi-million dollar traffic management system.

The Traffic Maintenance facility is approximately 63,700 square feet on two levels. Of the total square footage approximately 20,000 is for vehicular storage, 22,000 is shop/repair, 11,000 is parts storage/inventory and the remainder is office and meeting space. The Traffic Maintenance facility was built in two phases, the original in 1961 and the north addition in 1970.

The majority of the building systems are original to the construction of the building and have far exceeded their intended life. The systems are not energy efficient and are basically obsolete.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds		0	2,000	2,000			4,000	
Total		0	2,000	2,000			4,000	

Project Title: PSD15 Traffic Maintenance Facility Improvement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		105	105			210
Furniture, Fixtures, and Equipment			300			300
Construction Costs		1,800	1,500			3,300
General Overhead		95	95			190
Total		2,000	2,000			4,000

Have Grants for this Project been secured? ☐

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 from Xcel and Centerpoint Energy.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES:

- The city's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS:

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's Infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

Phase II of this Project has not yet gone through a Location and Design Review process.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

There are no apparent partners for this project.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 30

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? (45,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

The end result is there will not be significant operational savings with the systems.

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

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Due to failure (beyond repair) of the HVAC system the first phase of the renovation was completed in 2015. Upgraded building systems should have a 30 year life span.

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 2018 with final completion planned for spring of 2019.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project is scalable but is planned to be completed in one final phase.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Phase 1 investment could not wait due to major systems failure.

The final phase of this project is planned to be completed at the same time that major redevelopment in this area of the City is being discussed (MLS Soccer stadium, mixed use development, expanded farmers market). Investment in this facility was deferred for more than a decade due to the potential for other large scale sports facilities being studied (Target Field and Metrodome replacement). With the redevelopment potential for a sports stadium being proposed again, 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 (exterior and site improvements) for Phase 2 in order to be compatible with new Development.

Project Title: PSD16 Farmer's Market Improvements

Project Location: 300 Lakeside Avenue
City Sector: North
Project Start Date: 10/1/13
Submitting Department: Other Departments
Contact Person: Greg Goeke
Level of Need: Desirable

Affected Wards: 5
Affected Neighborhood(s): North Loop
Estimated Project Completion Date: 12/31/20
Department Priority: Not Applicable
Contact Phone Number: 612-673-2706

Project Description:

The project is to make capital improvements to the market site to improve flow, function and safe operation of the site, address ADA deficiencies, and increase the number of vendor stalls available to promote Homegrown Minneapolis participation. The project also envisions expanding the market to provide for a year round indoor market and to connect the market to future redevelopment of the neighborhood and to connect the market to the new light rail station on Royalston Avenue.

Purpose and Justification:

The Minneapolis Farmer's Market is an important local and regional asset. The Market is nationally recognized and is often rated amongst the top ten markets in the country. The market, with the exception of replacing the shed roofs and painting, has remained in its basic form for its 75 years of existence. The current structure was constructed for a wholesale activity versus the retail format that exists today.

With the likely redevelopment of the neighborhood, updating and expanding the market will need to be part of that overall redevelopment plan in order to be designed and implemented in a proactive vs reactive manner.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Contributions & Private Donations	50	0	0	0	1,000	2,000	3,000	
Net Debt Bonds	0		100	1,000	1,000		2,100	
Total	50	0	100	1,000	2,000	2,000	5,100	

Project Title: PSD16 Farmer's Market Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		95	52	55	55	257
Furniture, Fixtures, and Equipment					250	250
Construction Costs			900	1,850	1,600	4,350
General Overhead		5	48	95	95	243
Total		100	1,000	2,000	2,000	5,100

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant or other non-City funding has not been secured for this project. Several grants and private sources of revenue have supported the operation of the market but not capital improvements. The Central Minnesota Vegetable Growers Association and other key partners will need to develop a financing and sustainable business plan in order for this project to proceed. Some amount of public investment still may be required.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

Living Well:

- Our neighborhoods have amenities to meet daily needs and live a healthy life.
- The City is growing with density done well

One Minneapolis:

- All people have access to quality essentials, such as housing, education, food, child care and transportation

A hub of economic activity and innovation:

- Infrastructure, public services and community assets support businesses and commerce

A City that works:

- Departments work seamlessly with each other and with the community and form strategic partnerships.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.1: Coordinate facility planning among city departments and public institutions.

5.1.3 Work with all partner agencies, including City departments, to ensure that facility planning is consistent with the land use policies of The Minneapolis Plan.

5.1.4 Develop cooperative programming that takes advantage of the resources and missions of various public institutions.

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public

Project Title: PSD16 Farmer's Market Improvements

infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Policy 5.7: Protect and improve individual, community, and environmental health.

5.7.1 Support the health of individuals through direct services, initiatives, research, and advocacy.

5.7.3 Promote nutrition using strategies to ensure access to healthy foods for all residents.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project has not yet been submitted for a Location and Design Review process.

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

This project is viewed to be completed in partnership with redevelopment in this portion of the City. Timing of the redevelopment will likely be in parallel with the Southwest Light Rail construction and the Royalston Station.

Does the project support redevelopment opportunity that without the project would be infeasible?

No, but this project supports redevelopment.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

The staff work team has representatives from Community Planning and Economic Development (CPED) to ensure compliance.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Central Minnesota Vegetable Growers Association (Business Process Improvement) (design review and input)

Homegrown Minneapolis (locally grown and processed foods)

Hennepin County (Electronic Benefits Transfer program)

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the indoor market is envisioned to be directly across from the Royalston Station.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Project Title: PSD16 Farmer's Market Improvements

Yes, enhanced 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

TBD

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 25

Year that Operating Incr/(Decr) will take effect? 2020

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

It is anticipated that any increase in operating costs will be funded through rental fees paid by the growers.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The intent of this project is to develop partnerships that will provide up-front financing that will reduce the burden of debt and operating costs. Vendors will lease spaces and pay rents to offset the new operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 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.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

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 starting with major building systems replacement starting in the 25th year of operation.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Completion of this project was originally envisioned for 2019 with the opening of the Royalston station and the Southwest Light Rail line.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Funding and project delivery is flexible at this time. Funding commitment from the City is critical to get private partnerships to fund the balance of the project.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is growing. Also, with the Southwest light rail transit line (and transit station) to be located in the area, access to a larger population within the City and region is envisioned. With redevelopment envisioned for the properties adjacent to the market that will make the economic potential for an extended (or year round) market more viable.

In order to keep the Market vibrant and competitive, the City needs to create a long term vision and capital improvement plan to support a larger, local grower base as well as value added processors that support local food and job growth.

Capital Budget Request

Project Title: PSD17 East Side Storage and Maintenance Facility

Project Location: 340 27th Avenue NE
City Sector: North
Project Start Date: 9/1/15
Submitting Department: Public Works
Contact Person: Bob Friddle
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Holland
Estimated Project Completion Date: 5/1/19
Department Priority: 1 Of 1
Contact Phone Number: 612-673-3387

Project Description:

The project will design and construct a new storage and maintenance facility to support the long term needs of Municipal Operations. Currently, the City is in discussions with the Parks & Recreation Board about the potential to co-locate its Forestry, North and East Operations Centers to this site.

Purpose and Justification:

The current facilities and sites being replaced are functionally deficient to meet the City's long term needs for effective service delivery. The building sites have not had regular capital investment and in some cases have exceeded their intended life. By consolidating and co-locating there can be more effective use of staff and equipment and the potential for improved coordination of work.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds				9,000			9,000	
Park Capital Levy			11,000				11,000	
Solid Waste Bonds	10,000	15,000	0				15,000	
Total	10,000	15,000	11,000	9,000			35,000	

Project Title: PSD17 East Side Storage and Maintenance Facility**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	486	476	221			1,183
Furniture, Fixtures, and Equipment	1,800		600			2,400
Construction Costs	12,000	10,000	7,750			29,750
General Overhead	714	524	429			1,667
Total	15,000	11,000	9,000			35,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant or other non-City funding has not been secured at this time.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES
City operations are efficient, effective, results-driven, and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

1809 Washington Street could be redeveloped to a best and highest use.

Does the project support redevelopment opportunity that without the project would be infeasible?

This project frees up riverfront land that is part of the "Above the Falls" park development plan. This project envisions 1809 Washington Street being sold for private development.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This project is not part of a small area plan for the Holland neighborhood.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Park Board is a potential partner

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the Grand Rounds.

Is the proposed project on an existing or planned 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 Grand Rounds

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Accommodations for the Grand Rounds will be included in this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details

The intersection of 27th and University may need to be improved as part of this project.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 75

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$3,000,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Increased operating costs will be accounted for in the rates for services as part of the City's 5-year financial plan.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Fees for service.

For 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.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Previous years appropriations will be used for design services, demolition and environmental remediation.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design in 2016, Construction to follow.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 has been approved by City Council. Design consultants have been hired.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project frees up riverfront land that is part of the "Above the Falls" park development plan. This project envisions 1809 Washington Street being sold for private development.

Project Title: PSD18 Regulatory Services Facility

Project Location: Too be Determined
City Sector: Citywide
Project Start Date: 7/1/19
Submitting Department: Other Departments
Contact Person: Greg Goeke
Level of Need: Desirable

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 6/1/21
Department Priority: 1 of 1
Contact Phone Number: 612-673-2706

Project Description:

Acquire a suitable property and to design and construct a facility to meet the operational needs of the Housing and Fire Inspections divisions of Regulatory Services.

Purpose and Justification:

Housing and Fire Inspections are primarily neighborhood based services with a sizable city owned fleet. These operations are currently housed in three separate locations; the Public Service Center, Hamilton School (4100 Dupont Avenue North) and in the basement of Fire Station #21 (3209 East 38th Street). The Hamilton location needs to be vacated as part of the expanded needs of the Police Department for training.

Strategic planning completed in 2105 identified that these operations need to be consolidated into one location that is central to the City. The City intends to enter into a private lease for the next 5 years to consolidate the staff into one location. The lease costs for 2016 are \$165,000.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds					1,000	3,750	4,750	
Total					1,000	3,750	4,750	

Project Title: PSD18 Regulatory Services Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management				52	71	124
Furniture, Fixtures, and Equipment					500	500
Construction Costs				900	3,000	3,900
General Overhead				48	179	226
Total				1,000	3,750	4,750

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or other non-City funding has been applied for at this time.

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES:

- The city's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS:

- City operations are efficient, effective, results-driven, and customer-focused

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This project has not been submitted for Location and Design review.

Will the project contribute to growth in the city's tax base? Maintains existing tax base

Describe the economic development impact of the project:

Project Title: PSD18 Regulatory Services Facility

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

TBD

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

There are no other apparent partners at this time.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

TBD

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project? (165,000)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

New operating costs will be offset by the reduction in current operation costs (leasing) at the new location.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

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:

Acquisition of property in 2020 with Design and Construction in 2021.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Funding is flexible.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Project Title: PSD19 Impound Lot Facility

Project Location: 51 Colfax Avenue North

City Sector: Downtown

Project Start Date: 1/1/17

Submitting Department: Public Works

Contact Person: Bob Friddle

Level of Need: Important

Affected Wards: 5

Affected Neighborhood(s): Bryn Mawr

Estimated Project Completion Date: 10/15/17

Department Priority: 1 of 1

Contact Phone Number: 612-673-3387

Project Description:

This project will provide for needed site improvements (drainage, lighting, security, landscape screening), and for the comprehensive renovation and expansion, or replacement, of the Impound Service Building at or near its current location. This project will also provide for the more effective use of City owned and leased land to allow for the vehicle storage area west of the Van White Boulevard to be utilized only for overflow purposes and to shield the daily operations from the adjacent neighborhoods.

Purpose and Justification:

The Impound Lot serves the community on a daily basis removing vehicles from neighborhoods that are abandoned, stolen, crashed, improperly parked or need to be held as evidence.

The existing Impound facility site does not have adequate lighting, security, landscape screening or storm water drainage. The existing building (built in 1986) does not meet current needs for staff support, security and customer waiting and service. Record files are stored in a trailer. Presently, the waiting area and toilet facilities are not adequate during peak activity periods like spring and fall sweeps and snow emergencies. An overflow waiting area for customers is provided in a trailer, and public toilets are unheated portable units.

This project presents an opportunity to re-evaluate and improve how customer service is provided, to assess and improve customer and truck flow, examine security and technology improvements, on-line service, remote service locations with shuttles, etc. With an efficient structure and optimization of processes, vehicles can be received and released more quickly and safely. The work areas will be made more efficient. A newly expanded overflow waiting area will be designed to operate as a conference and training room when not needed for customers. The newly expanded waiting area will also provide room for technology so that customers can look up their vehicle and pay, decreasing customer stress and frustration, and the amount of time spent releasing a vehicle. Space would also be provided for informational displays on such topics as traffic regulations and proper vehicle disposal. Barrier-free ADA accessibility will be addressed in the renovation/new construction. These improvements will result in a significantly improved environment for customers and staff, and increase the efficiency of the processes needed to legally retain impounded vehicles.

This project will be designed to meet the current LEED Silver (non-certified) sustainable design guidelines. The result will be a facility that is sustainable, safe, energy efficient and environmentally friendly.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Parking Bonds		5,400					5,400	
Total		5,400					5,400	

Project Title: PSD19 Impound Lot Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	93					93
Furniture, Fixtures, and Equipment	150					150
Construction Costs	4,900					4,900
General Overhead	257					257
Total	5,400					5,400

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant and other non-City funding have not been applied for at this time

Primary City Goal(s) supported:

- ☐ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES
City operations are efficient, effective, results-driven, and customer focused.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.4 Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including those of The Minneapolis Plan.

Policy 6.1: Integrate environmental, social and economic goals into decision-making processes at all levels.

6.1.2 Promote efficient use of natural and limited resources when renovating, constructing or operating city facilities and in general city operations.

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

6.1.4 Invest in energy efficient heating ventilation and air conditioning (HVAC) and lighting systems, controls and sensors that minimize emission and noise, use of renewable fuel sources, and utilization of best available control technology to minimize particulate emissions.

Policy 6.3: Encourage sustainable design practices in the planning, construction and operations of new developments, large additions and building renovations.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

The Project has not yet been submitted into the Location and Review process

Will the project contribute to growth in the city's tax base? Supports moderate tax base growth

Describe the economic development impact of the project:

Allows for potential commercial redevelopment of areas west of Van White Blvd.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, allows for potential commercial redevelopment of areas west of Van White Blvd.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This project supports the Bassett Creek Redevelopment Plan.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Minnesota Department of Transportation and the State Patrol

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

No

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/Improvement? 75

Year that Operating Incr/(Decr) will take effect? 2018

What is the estimated annual operating cost increase or (decrease) for this project? 10,000

Any Prior Year Remaining Bond Authorizations?

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

New or renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

The end result is there will not be significant operational savings with the systems.

The building will be either expanded or replaced, therefore there will be a small increase in operating costs estimated to be \$10,000 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The increased costs can be absorbed within the current operating budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: PSD19 Impound Lot Facility
--

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.

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:

Design will be completed in 2016 with construction being planned for 2017.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Funding has been planned for in the 5-year financial plan for the Parking Systems.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The City Council and Mayor have approved this project through the regular council committee process in 2015.

Project Title: ART01 Art in Public Places

Project Location: City-wide
City Sector: Citywide
Project Start Date: 1/1/17
Submitting Department: CPED
Contact Person: Mary Altman, Public Art Administrator
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 12/31/18
Department Priority: 1 of 1
Contact Phone Number: 612-673-3006

Project Description:

For over 30 years, the City of Minneapolis has enriched the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure by funding the Art in Public Places Program through an annual allocation of the net debt bond. Public artworks contribute to the livability and vibrancy of public places in the Minneapolis. They build pride in community and cultural heritage, while inspiring discussion about issues affecting quality of life and the future of the City. The process of developing public artworks builds the capacity of artists and community members to shape City spaces and neighborhoods.

Proposals for public art sites are solicited by CPED annually through an internal request for proposals to the Minneapolis Park and Recreation Board, Public Works, the Municipal Building Commission and Property Services in the fall prior to the budget allocation. Potential Art in Public Places are highlighted in the 5-Year Public Art Outlook (<http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-148996.pdf>), which builds on the City's capital budget process and the work of the Capital Long Range Improvement Committee. The Outlook process involves two artists in identifying possible sites that could be interesting and challenging future opportunities for public artists. These artists review annual budget requests made to CLIC and observe presentations by departments and MPRB. They also review CLIC's rankings, comments and recommendations, and visit possible project locations. The artists then make recommendations for possible projects to the City's Public Art Advisory Panel and the Minneapolis Arts Commission. The City's Public Art Values and Goals and the adopted criteria for public art site selection shape their decisions. Departments and the Minneapolis Park and Recreation Board are also given the opportunity to comment on these recommendations. The attached 5-Year Outlook Map outlines potential public art sites from 2016-2020.

A key focus of Art in Public Places in 2016 is the development of emerging artists, with the goal of developing a more diverse pool of public artists with the experience to apply for future projects. Projects for both West 29th Street and 26th Avenue North have included the selection of 5-8 artist finalists who are participating in independent coaching, as well as a 2-day training workshop featuring presentations by the project engineer, an art conservator, experienced public artists and other experts. The finalists then create artistic concepts for the site and participate in an open house to gather feedback from the community before presenting their final plans to the artist selection panel.

Another important 2016 public art project is a partnership with the MPRB to celebrate the history of Mahpiya Wicasta/Cloud man and the village site Heyata Otunwe (Village to the Side) also known as Cloudman's Village, which existed on the east shore of Lake Calhoun in the 1830's. Selected public artist(s) will work with the project designers to develop a welcoming gathering space for public education, sunrise ceremonies, youth instruction, and family or large group events.

Purpose and Justification:

The goals 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.
- Enhance Community Identity: Public art inspires discussion about issues affecting quality of life and builds pride in community and cultural heritage.
- 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 of public spaces, which also fosters their support of public assets.
- Uses Resources Wisely: Well-maintained and well-designed public artworks add to the value of City infrastructure and provide opportunities for private investment in the community.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	2,011	419	443	517	454	525	2,358	
Total	2,011	419	443	517	454	525	2,358	

Project Title: ART01 Art in Public Places

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	60	70	82	78	100	390
Construction Costs	339	352	410	354	400	1,856
General Overhead	20	21	25	22	25	112
Total	419	443	517	454	525	2,358

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Unknown at this point as 2017 to 2021 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 60 percent match in funding from other sources.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☒ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

Art in Public Places projects support the City's safety goals by engaging constituents and youth in the design process, increasing their pride in artworks and ensuring that art projects are vandalized less often. Proposed designs are reviewed to ensure they comply with Crime Prevention through Environmental Design principles and residents and visitors are engaged and safe at public art locations

Art in Public places projects support the City's goal to have ample arts opportunities by facilitating a project selection process that balances new commissions across wards and neighborhoods.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

A main focus of Art in Public Places is the development of emerging artists and artists of color and to develop culturally-based works that are created by appropriate artists with deep experiences in those cultures. Currently three public art projects are focusing on the development of emerging artists with the goal of creating more diverse pool of public artists. The majority of artists participating in those projects are people of color.

For public art contracts for services in 2016 38% of the independent contractors are people of color, 24% are white men, 32% are white women, and 5% non-profit organizations.

CPED works to broadly promote commissioning opportunities to artists throughout the City and collaborates with organizations that engage artists of color. Project selection panels represent diverse constituents from within the community and panel decision making processes focus on a fair review of all applications based on adopted policy and criteria.

CPED works with project steering committees and artists to create community involvement processes that are appropriate to their communities and that reach the broadest range of people. Community engagement activities range broadly from traditional community meetings, open houses and surveys to engaging the community directly in the creation of artworks. Currently students from Ramsey Middle School are developing patterns for mosaics which will be created by community members and installed on public artworks along Nicollet Avenue.

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESSES – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

Art in Public Places projects address the goals of businesses in the City by commissioning Public artworks downtown, in

Project Title: ART01 Art in Public Places

neighborhoods and on corridors that support thriving retail environments. For example, new artworks on Nicollet Avenue have been developed with the cooperation of local businesses and create moments of interest along the street that draw attention to their services.

A key example of how Art in Public Places supports economic development is CPED's partnership with the Chicago Avenue Fire Arts Center (CAFAC). Through the John Biggers Seed Project, CPED has helped to build-out CAFAC's large-scale porcelain enamel studio one of the two of its kind in the country. This is positioning the capacity of CAFAC to be the only enamel production facility in the Midwest region collaborating with public artists to create large scale enamel works, which will not only impact future public art projects of the City, but also artist commissions for Metro Transit, the University of Minnesota, State of Minnesota and other public arts organizations developing projects in Minneapolis.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

Art in Public Places projects engage residents and businesses in a dialogue about City and neighborhood identity, history, geography and culture and works with artists to develop designs that reflect these attributes. City staff also work with artists to create artworks that serve communities' functional needs and are scaled appropriately to their sites.

The public art design process includes a rigorous design assessment process by an art conservator to ensure the proposed project is maintainable and durable, and public art projects are annually assessed for maintenance and conservation needs and cared for regularly.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES.

CPED conducts a number of activities to ensure a fair and open process, including:

- Facilitating decision making through the Minneapolis Arts Commission and the Public Art Advisory Panel that is rooted in the City's public art and City policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Commissioning artists through an open call process and making information, materials and panel comments available to all applicants.
- Seek out the appropriate partners and diverse community members and stakeholders to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their artist's copyrights.

All Art in Public Places projects are developed in strong collaboration with City partners and through relationships with dozens and dozens of staff within Public Works, MPRB and other agencies. In addition, the Public Arts Administrator acts as a resource to these partners when they are developing and conserving their own public art projects.

The integration of public art into infrastructure projects allows the City to leverage the most out of its art investments. Nearly every project utilizes funds from the existing construction budget. (For example, if the construction project includes a wall, and the artist participates in designing the wall, the public art costs are limited to the artist design fees and the increased costs of the wall as a result of the public art enhancements.) Most public artworks also leverage a financial commitment from the neighborhood and other private contributors.

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 9.4.3 states "Fund public art with a portion of the annual net debt bond as part of the City's annual Capital Long Range Improvement Plan." Art in Public Places also regularly supports other policies of the Comprehensive Plan by partnering with City Departments and Boards to implement the Plan goals related to their activities. This includes chapters 2-Transportation, 3-Housing, 4-Economic Development, 5-Public Services and Facilities, 6-Environment, 7-Open Space and Parks, 8-Heritage Preservation and 10-Urban Design. For example, "Sixth Avenue Stroll," supports policy 8.12.5 "Provide educational activities, such as walking tours, to foster appreciation of Minneapolis' history..." through a two-block open air gallery of bronze sculptures celebrating the historic homes of the Marcy Holmes neighborhood. By replacing the existing chain link fencing on the bridge spanning I94 at Highway 55 with artistic railing, the Seed project will help implement policy 2.3.6 "Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways...."

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

May 2012. This review occurs as needed for specific public art locations as they are identified and a minimum of once every 5

Project Title: ART01 Art in Public Places

years for the overall Art in Public Places program.

Will the project contribute to growth in the city's tax base?

Describe the economic development impact of the project:

Public Artworks in the City, such as artist-designed benches and manhole covers, support the goals of businesses in the City by increasing the quality of the public realm and retail environments in downtown and on the City's commercial corridors and making them interesting places to visit and shop.

Does the project support redevelopment opportunity that without the project would be infeasible?

While public art does not directly increase the feasibility of development opportunities, it can enhance those opportunities and increase their success. For example, the Blossoms of Hope flowering bus stop at Penn and Broadway and the Luminous sculptures at 46th and Hiawatha were created to support the developers' goals of creating iconic locations that would draw a strong first floor retail tenant to their projects.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

Each public art project builds on related small area plans, historic significance studies, design guidelines, and planning policies for the areas in which they are located. Selected artists are provided with appropriate information and asked to develop designs that are consistent with these plans. Oftentimes artists base their thematic concepts on this information. For example, Central Avenue Stelae contains imagery from the historic Shoreham Yard and the history of the rail and milling industries of the area. A city planner serves on the Public Art Advisory Panel to help the Panel review the degree to which the artist has incorporated these types of considerations into the design.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Each 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, neighborhoods, local developers, etc. Those partners invest portions of their design and construction budgets to support the development and fabrication artworks.

For example, the Cloud Man Village project is a major collaboration with the Minneapolis Park and Recreation Board that has resulted from their master planning process for Lake Calhoun and Lake Harriet and that builds on their extensive current community engagement efforts. The selected artist(s) will work closely with the MPRB designers to integrate the public art into the functional and social uses for the site.

Partners also help to implement projects, provide easements, assist with community engagement and support ongoing maintenance. Over the last three-years Art in Public places co-developed 10 public art projects with 3 different City Departments and partnered with 10 outside non-profit organizations and 6 businesses. On average every dollar spent by Art in Public Places leverages 60 percent of its support from other sources, most recently including a \$100,000 grant from the McKnight Foundation, as well as support from neighborhood organizations, the Downtown Improvement District and private developers.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Often public art projects are on bike routes, and are designed to support the goals of the Bicycle Master Plan. A current project is 26th Avenue North which includes a bikeway connecting Theodore Wirth Parkway to the Mississippi River. The design phase for this project is just underway, but could include public art amenities that support the needs of bicyclists, including benches and bike racks.

Is the proposed project on an existing or planned 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 these users. Current projects include the 40th Street Pedestrian Bridge over I35W, Nicollet Avenue and Nicollet Mall. All of these projects are being designed by artists to support the needs of pedestrians and transit users, as well as the transit guidelines of the projects. Public artworks can enhance the pedestrian experience and often act as wayfinding.

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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 25

Year that Operating Incr/(Decr) will take effect? 2019

What is the estimated annual operating cost increase or (decrease) for this project? 3,300

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$48,000

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

During design development for each public art project, a design assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the annual maintenance needs and costs, as well as the costs of periodic treatments, such as repainting. After this assessment, staff works with the artist to identify design changes which could decrease maintenance costs and make the artwork more durable. This process has resulted in a 67% decrease in maintenance costs since 2003. The above figure is based on the average annual cost of maintaining an artwork.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Basic annual maintenance, such as cleaning and debris removal is provided by project partners and property owners. More complex annual maintenance procedures, such as graffiti removal and new coatings are funded annually through CPED's general fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The timing of future capital investments, and the extent of the funding needed varies with each artwork, and depends on the artwork's design. For many pieces this type of investment occurs when the artwork is 20-25 years old and requires sanding, a complete recoating and other metal repair.

Many artworks constructed earlier in the public art program, prior to the design phase assessment and full-time public art staffing, have required more extensive renovations due to inherent flaws and poor craftsmanship. For example, the renovation budget of the 20-year old Powderhorn Gateway was approximately \$175,000, approximately four times the originally commissioning cost. In such cases, staff and the Minneapolis Arts Commission weigh these considerable costs against the significance of the artwork to the community and the costs of developing a new work of a similar scale. It was determined to renovate this Gateway, which is key feature on Powderhorn Lake, due to extensive community support and its use for many community events, including marriage ceremonies.

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public art projects take on average approximately three years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, completion and acceptance. Timeline for projects vary and can be extended for two reasons: 1) the related infrastructure project is delayed; 2) emerging artists and organizations are involved and need additional support and time for training and development. The following is a list of projects underway and their status:

MISC. CONSERVATION

Funded 2015/Complete 2016

Allocated 65,000/Remaining 5,000

POWDERHORN GATEWAY

Funded 2012/Complete 2016

Allocated 160,000/Remaining 40,000

Project Title: ART01 Art in Public Places

HISTORICAL CONSERVATION

Funded 2013/ Complete 2016

Allocated 135,000/Remaining 135,000

MORRISON CONSERVATION

Funded 2011/Complete 2018

Allocated 25,000/Remaining 5,000

29TH STREET RECONSTRUCTION

Funded 2014/Complete 2017

Allocated 25,000/Remaining 25,000

26TH AVENUE RECONSTRUCTION

2014 Funded/Complete 2017

Allocated 124,000/Remaining 124,000

JOHN BIGGERS SEED PROJECT

Funded 2009/Complete 2016

Allocated 300,000/Remaining 106,000

NICOLLET AVENUE

Funded 2010/Complete 2016

Allocated 160,000/Remaining 40,000

Total Remaining (2014 Funds) 480,000

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project Selection: Fall 2016

Project Planning: Winter/Spring 2017

Artist Selection Process: Spring/Summer 2017

Design Concepts and Community input: Fall 2017

Fabrication: Winter-Summer 2018

Installation: Fall 2018

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Annual funding for Art in Public Places projects is prescribed in the Chapter 36 of the City's Code of Ordinances as minimally the annual equivalent of 1.5% of the Net Debt Bond.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Public art is the most accessible cultural opportunity in the City. It's free of charge and can be experienced by all residents and visitors, including people who are not regular visitors to museums and galleries. Its visual nature makes it understandable by many people, regardless of language or cultural barriers. Of the 8 Art in Public Places Projects currently underway half are in locations in areas designated as Racially Concentrated Areas of Poverty.

In the summer of 2014, the City of Minneapolis' Department of Community Planning and Economic (CPED) commissioned a pilot public art intercept survey of five artworks created through Art in Public Places to inform future public art planning. Of the 252 people surveyed, 79% said that were interested in public art, and nearly the same amount reported that the artwork contributed positively to the place where it is located. The complete survey results can be found at:

<http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-139462.pdf>.

Project Title: RAD01 Public Safety Radio System Replacement

Project Location: City Hall, MECC, various remote secure locations

City Sector: Citywide

Project Start Date: 1/1/15

Submitting Department: Other Departments

Contact Person: Heather Hunt/Rod Olson

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/19

Department Priority: 1 of 1

Contact Phone Number: 612-673-5921 or 612-673-5672

Project Description:

The project will replace the current public safety radio system to stay compatible with the City's statewide partners who collectively own and operate the Allied Radio Matrix for Emergency Response (ARMER) system.

Purpose and Justification:

The existing radio system was installed in (2001). The life expectancy for such systems is (20) years. The City has a remaining investment of (2.46 million), out of an initial investment of (15.4 million). ARMER was instrumental in assuring all responders to the I35-W Bridge Collapse could communicate with each other, and the system remains the lifeline for police, fire, and emergency medical services in the Metro Region as well as statewide. All police, fire and EMS services in the Metro use ARMER for their radio communications.

The ARMER subsystem has three major system components: Radio Workstations "Consoles" (in 911), Infrastructure "Radio Tower equipment" (electronic controlling equipment) in various secure city locations, and End User Equipment (mobile and portable radios) in use by Police, Fire, and other city departments.

The city has received an "end of life notice" from the vendor, Motorola, with a requirement to replace existing repeater units and receiver voting equipment at our tower sites before the statewide radio system, ARMER, can be updated to the 7.19 operating platform on a projected date of (2018). This is similar to the need to replace MECC dispatch center "Console" control workstations before the 7.15 operating platform change which is currently in progress. The console replacements were completed earlier this year.

In addition, all end user mobile and portable radios which were purchased in 2001 and 2002 as part of the original radio system project are now out of manufacturers support. These radios have proven more durable and have performed past their original estimated useful life of 12 – 13 years. The Radio Communications Electronics shop repairs and maintains the radios and radio system with parts that are still available from Motorola, but it is expected that replacement parts will no longer be availability and new equipment eventually will need to be purchased. We have put that estimated amount for new mobile and portable radio units replacement need in year (2019).

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Net Debt Bonds	1,700		6,000	6,000			12,000	
Total	1,700		6,000	6,000			12,000	

Project Title: RAD01 Public Safety Radio System Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management		340				340
Furniture, Fixtures, and Equipment		3,949	5,714			9,664
Construction Costs		1,425				1,425
General Overhead		286	286			571
Total		6,000	6,000			12,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City is planning on receiving up to a \$760,000 grant through the state to cover a portion of equipment costs. The total amount is still unknown and the amounts requested for 2018 does not reflect this possible grant amount.

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☐ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☒ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE

The Public Safety Radio System in Minneapolis including the 911 call taking and dispatch center serves all areas and emergency responders Police, Fire, EMS, as well as Public Works. Making Minneapolis safe and livable through timely, dependable and efficient communications.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED

The City's infrastructure is managed and improved for current and future needs

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

Departments work seamlessly with each other and with the community and form strategic partnerships

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

Policy 5.6: Improve the safety and security of residents, workers, and visitors.

5.6.4 Maintain and enhance a public safety infrastructure that improves response time to police and fire calls, implements new technologies, provides operation and training opportunities and facilities, and improves communication among public safety agencies.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

Project Title: RAD01 Public Safety Radio System Replacement

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Policy 5.8: Make city government more responsive to the needs of people who use its services.

5.8.1 Ensure equal access to city services and contracts across the protected classes.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

NA

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

NA

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The ARMER system is operated in collaboration with the State of Minnesota Department of Public Safety, as well as local and regional partners. The Minneapolis subsystem serves as a partial back-up site for Hennepin County and State of Minnesota, as does their sites partially back-up Minneapolis. It is this partial overlap of systems that help make the ARMER system so robust and interoperable for public safety.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

NA

Is the proposed project on an existing or planned 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 & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 20

Year that Operating Incr/(Decr) will take effect? 2020

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

NA No Change

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

NA No Change

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

15 to 20 years (total systems replacement)

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Phase 1 came in slightly under budget. The unspent appropriation may be utilized to add functionality to the new system. Bonds for the unspent balance were not sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Phase I (completed in 2016) was the replacement of (17) computerized radio workstation located in 911 MECC call center, and a series of computerized central electronics banks (CEB's) installed in a secured area of City Hall. This was required before the radio system could be updated to the 7.15 operating system which we are currently upgrading to statewide. The system also consists of multiple radio broadcast and receive sites that provide the ability for first responder radios to communicate with each other and dispatchers. The equipment at these sites need to be replaced as part of the future upgrade to 7.18 and 7.19 tentatively scheduled for 2018, this is phase II of the Minneapolis system replacements. The Minneapolis radio system operates as a subsystem of the Statewide Radio Network and provides radio system interoperability coverage and backup for the entire Metro area.

Phase 3, in 2019, will be the large scale purchase of the subscriber (both mobile and portable) radios.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

All phase of the project must be completed in full by 2020 to remain compatible with our state-wide partners/system.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The City must have a plan in place to ensure continued public safety communications interoperability.

Capital Budget Request

Project Title: CV001 Convention Center Plaza & Streetscape

Project Location: 1301 2nd Av S

City Sector: Downtown

Project Start Date: 5/1/17

Submitting Department: Convention Center

Contact Person: Jeff Johnson

Level of Need: Significant

Affected Wards: 7

Affected Neighborhood(s): Loring Park

Estimated Project Completion Date: 12/1/17

Department Priority: 1/1

Contact Phone Number: 612-335-6310

Project Description:

The Minneapolis Convention Center will renovate the Plaza to refresh and increase the functionality of the space.

The improvements include redesign, regrading, irrigation, parking garage membrain replacement (in conjunction with Public Works), improved lighting, covered gathering spaces, upgrading underground utilities (water, power), providing staging and improving the street-scape in front of the Convention Center with Public Works.

Purpose and Justification:

The Minneapolis Convention Center is a revenue-generating facility that competes on a national level with other cities for business. Many factors including City amenities, hotels and unique space options are often deciding factors to win business. These visitors generate economic impact for our community and contribute to a vibrant downtown.

This project will allow us to accommodate more events on the plaza, thereby increasing rental revenues, as well as increasing the use of the space by serving as a community gathering place through programming.

This project coordinates with Westmister Presbyterian Church and their campus-wide construction project so that Alice Rainville Place and its street-scape coordinates with the area plan. With the Nicollet Mall renovation, this is the perfect time to coordinate all of these projects to have a well-designed connection and space for visitors and residents.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2017	2018	2019	2020	2021	Current 5 Year Plan	Future Years
Convention Center Revenue		21,000					21,000	
Total		21,000					21,000	

Project Title: CV001 Convention Center Plaza & Streetscape**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2017	2018	2019	2020	2021	Total
Design and Project Management	2,100					2,100
Construction Costs	17,900					17,900
General Overhead	1,000					1,000
Total	21,000					21,000

Have Grants for this Project been secured? ☐

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Primary City Goal(s) supported:

- ☒ Living well: Minneapolis is safe and livable and has an active and connected way of life
- ☐ One Minneapolis: Disparities are eliminated so all Minneapolis residents can participate and prosper
- ☒ A hub of economic activity and innovation: Businesses – big and small – start, move, stay and grow here
- ☒ Great Places: Natural and built spaces work together and our environment is protected
- ☐ A City that works: City government runs well and connects to the community it serves

Describe how this project contributes to meeting the current City and/or Park Board Goals and Objectives:

LIVING WELL: MINNEAPOLIS IS SAFE AND LIVABLE AND HAS AN ACTIVE AND CONNECTED WAY OF LIFE
This project contributes to having a uniquely inviting space, as well as providing residents and visitors with recreational opportunities and green space.

ONE MINNEAPOLIS: DISPARITIES ARE ELIMINATED SO ALL MINNEAPOLIS RESIDENTS CAN PARTICIPATE AND PROSPER

A HUB OF ECONOMIC ACTIVITY AND INNOVATION: BUSINESS – BIG AND SMALL – START, MOVE, STAY AND GROW HERE

This project will allow the Convention Center to provide more opportunities to use the space and connects Convention Center visitors to the downtown retail hub generating increased economic impact to the community and further contributing to a vibrant downtown.

GREAT PLACES: NATURAL AND BUILT SPACES WORK TOGETHER AND OUR ENVIRONMENT IS PROTECTED
This projects contributes to maintaining the Convention Center's green space infrastructure for future needs.

A CITY THAT WORKS: CITY GOVERNMENT RUNS WELL AND CONNECTS TO THE COMMUNITY IT SERVES

State Law Chapter 462.356 (Subd. 2) requires review of all capital improvements for compliance with the comprehensive municipal plan. Chapter 13, Section 4 of the City Charter requires Location and Design Review for the purpose of approving the sale of bonds for these projects. Describe how the project is consistent with the adopted City/Park Board comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The Minneapolis Convention Center is both a landmark public facility and an economic engine driving economic impact to the City through visitor spending. Having outdoor green space is an opportunity to generate additional operating revenue for this City-operated venue and to bring the community together as a gathering place. This project supports the following goals and policies:

Downtown Strength

Policy 4.12: Downtown will continue to be the economic engine of the Upper Midwest region by strengthening its employment core.

4.12.5 Support the continued strength and growth of the Downtown convention and hospitality industry.

Policy 4.13: Downtown will continue to be the most sustainable place to do business in the metro area.

4.13.4 Increase the pedestrian orientation of the Commercial Corridors connecting to adjacent neighborhoods and cultural amenities.

4.13.5 Create inviting public spaces and green corridors within the office core.

Project Title: CV001 Convention Center Plaza & Streetscape

4.13.8 Continue to improve Downtown infrastructure to meet the needs of businesses, residents and visitors.

Policy 4.16 Strengthen Downtown's position as a regional cultural, entertainment and commercial center that serves Downtown employees, visitors, and residents.

4.16.6 Preserve and build upon Downtown's cultural, entertainment and hospitality amenities, such as the convention center, professional sports venues and the Central Riverfront.

Property & Infrastructure

Policy 5.4: Enhance the safety, appearance, and effectiveness of the city's infrastructure.

5.4.1 Maintain and improve the quality and condition of public streets, sidewalks, bridges, water systems, and other public infrastructure.

5.4.2 Plan for and provide public facilities which anticipate growth needs, use fiscal resources efficiently, and meet realistic timelines.

Economic Development and Tourism

Policy 7.7: Support the expansion and maintenance of open spaces and parks in order to increase economic development and to promote tourism.

7.7.3 Promote open space and parks as resources to businesses and their employees.

7.7.4 Invest in open space to help improve economically challenged neighborhoods.

Downtown Policies

Policy 7.9: Work to develop high quality open spaces in Downtown.

7.9.1 Encourage the creation of new parks and plazas that are easily accessible by Downtown workforce and residents

7.9.5 Encourage activity in Downtown parks and plazas seven days a week.

Arts & Culture / Funding & Resources

Policy 9.4: Strengthen the City's public art program by providing a definite funding commitment and confirming policy.

9.4.5 Establish exhibit and performance spaces in select, appropriate public buildings.

Provide the date that Location and Design Review was conducted for the project, the outcome of that analysis and the date formal action was taken by the Planning Commission:

This review will be done as part of the capital process this year.

Will the project contribute to growth in the city's tax base? No impact on existing tax base

Describe the economic development impact of the project:

This project allows the MCC to accommodate more events on the plaza, thereby increasing rental revenues, as well as increasing the use of the space by serving as a community gathering place through programming. Further, it increases the connectivity for visitors of the Convention Center to retail hubs downtown.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not at this time.

Describe how this project implements recommendations from small area plans, implementation plans, design guidelines, and urban design documents adopted by the City of Minneapolis:

This project provides for more usable green space, covered gathering space, event space, staging, as well as an improved streetscape.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project coordinates with Westminster Presbyterian Church and their campus-wide construction project so that Alice Rainville Place and its street-scape coordinates with the area plan. With the Nicollet Mall renovation, this is the perfect time to coordinate all of these projects to have a well-designed connection and space for visitors and residents.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Shared Use Pavement

Is the proposed project on an existing or planned 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 improve the pedestrian experience. It will better connect visitors to the downtown retail corridor / Nicollet Mall.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The project will improve the streetscape and 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

Right of way is not constrained.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/Improvement? 20

Year that Operating Incr/(Decr) will take effect?

What is the estimated annual operating cost increase or (decrease) for this project?

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A – we anticipate our operating costs remaining the same. Security and grounds maintenance costs will remain the same. Any increased costs from increased activity will be offset with operating revenues generated.

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

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 – Complete (with Repair & Maintenance Funds, 2016)

Bid-document preparation and Bids – 2016

Bid Awards – January 2017

Construction – July 2017 – November 2017

Scalability/Funding Allocation Flexibility – discuss any flexibility 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

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The Minneapolis Convention Center is funded from Hospitality taxes generated largely from visitors to the City.