



26th Avenue North Reconstruction

CLIC 2017

Capital Long-Range Improvement Committee

Tuesday, April 25th & Friday, May 5th



2018 - 2022 Capital Budget Requests

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CLIC
TASK FORCE

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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 4

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 2017-2019 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 will be bringing a draft RFP for Phase A of the new Life Safety scope to the PRC in late April. Phase A will include all work on floors B – M.

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. Stages 22 and 23 are currently out for public bid and we anticipate starting this work in June, 2017.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Hennepin County Grants	725	500	1,200	65	65		1,830	
Net Debt Bonds	1,260	550	1,320	72	72		2,013	
Total	1,985	1,050	2,520	136	136		3,843	

Project Title: MBC01 Life Safety Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	176	326	30	30		562
Construction Costs	824	2,074	100	100		3,098
General Overhead	50	120	6	6		183
Total	1,050	2,520	136	136		3,843

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? 2017

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: \$817,615

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 complete.

Stage 22/23 Construction: June 2017 - December 2018

Four Stages remain.

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: June - November 2017

Procurement and Contracting for new Life Safety Scope: December 2017 - January 2018

Construction of new Life Safety Scope: Phase A February - August 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 4
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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Hennepin County Grants	850		375	500	325	150	1,350	
Net Debt Bonds	2,305		412	550	358	165	1,485	
Total	3,155		788	1,050	682	315	2,835	

Project Title: MBC02 Mechanical Systems Upgrade

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Construction Costs		750	1,000	650	300	2,700
General Overhead		38	50	32	15	135
Total		788	1,050	682	315	2,835

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

Project Title: MBC02 Mechanical Systems Upgrade

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? 2017

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: \$1,640,186

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 February 28, 2017, the unspent City & County Mechanical Project balance was \$2.884 million.

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: June 2017 - December 2018.

Four Stages remain.

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:

Scalability/Funding Allocation Flexibility – discuss any flexibility 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 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: 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: 3 of 4
Contact Phone Number: (612) 596-9517

Project Description:

This project will help preserve the City Hall / Courthouse while addressing life safety and security concerns by focusing on waterproofing, exterior doors and windows, masonry, exterior lighting, and moat access control and fall protection.

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. One of the major components of this project is the exterior windows. The MBC has contracted with Encompass to complete a forensic study of our windows and to test two repair options against the replacement option. This study is now complete and the findings are described in more detail below.

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 issues 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 has engaged 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. To address our primary problem of air infiltration, the tested recommendation is to add interior sealant, adjust stops for upper sashes so that they are secured in place, and replace weatherstripping or seal sashes closed.

Exterior Lighting and Antenna Removal

Per the MBC Board Direction, the MBC will be removing the antennas that are no longer in use on the 4th Street tower and updating/adding exterior lighting on the building for public safety and enjoyment of the building in the evening.

Moat Access and Fall Protection

Project Title: MBC10 Exterior Improvements

This work will include replacing an older gate near the corner of 4th Street and 4th Avenue and installing new gates to limit access to the moat on the 3rd Avenue side of the building. Fall protection will be addressed along the 5th street side of the building for public safety.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Hennepin County Grants	1,225	2,400					2,400	
Net Debt Bonds	1,289	2,640					2,640	
Total	2,514	5,040					5,040	

Project Title: MBC10 Exterior Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	200					200
Construction Costs	4,600					4,600
General Overhead	240					240
Total	5,040					5,040

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? 2020

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

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$1,289,000

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

Operating costs relating to the Exterior Improvements Project.

Costs below are construction costs only for Waterproofing and Masonry

Year	Waterproofing/Heat Tape costs	Masonry costs	Window Film costs
2010	1000	1000	1000
2011	1000	1000	1000
2012	1000	1000	1000
2013	1000	1000	1000
2014	1000	1000	1000
2015	1000	1000	1000
2016	1000	1000	1000
2017	1000	1000	1000
2018	1000	1000	1000
2019	1000	1000	1000
2020	1000	1000	1000
2021	1000	1000	1000
2022	1000	1000	1000
2023	1000	1000	1000
2024	1000	1000	1000
2025	1000	1000	1000
2026	1000	1000	1000
2027	1000	1000	1000
2028	1000	1000	1000
2029	1000	1000	1000
2030	1000	1000	1000

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 project is now scheduled to begin in 2017. The start of this project has been delayed due to the Encompass Study.

RFP Process for full Project – Complete by June 2017

Schematic Design – Complete by September 2017

Design Development – Complete by November 2017

Construction Document – Complete by October 2017

Bidding (Note the change from a 3 Phase project to a single Phase)) – Complete by March 2018

Construction– Complete by August 2019

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

The 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 has addressed the cost concern with the window replacement recommendation by taking a deeper look at the existing window conditions and testing out the repair options and the replacement option with pre and post testing to allow the data to speak to the best option. The Encompass recommendation has been reviewed with City Property Services and County Facility

Project Title: MBC10 Exterior Improvements

Services and everyone is in agreement that the cost effective repair option is the option we should pursue at this time.

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 4
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) 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 and is available upon request. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Hennepin County Grants	90	288	1,478				1,766	
Net Debt Bonds	91	317	1,626				1,943	
Total	181	605	3,104				3,709	

Project Title: MBC11 Elevator Upgrades and Modernization

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	58	296				354
Construction Costs	518	2,660				3,178
General Overhead	29	148				177
Total	605	3,104				3,709

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? 2018

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: \$90,000

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

There will be 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 Re-Design for Cars 11 and 15 based on high proposals. Still plan to start construction for that project in 2017 and complete by early 2019..

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

2017 Schematic Design and Cost Estimate for Cars 1-6

2018 Design Development, Construction Documents, and Bidding for Cars 1-6

2019 Modernizations of 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.

Project Title: PRK02 Playground and Site Improvements Program

Project Location: 28th Street Totlot, Armatage, Audubon, Bottineau, Bryn Mawr Meadows, Cavell, Cleveland, Columbia, Farview, Holmes, Keewaydin, Kenny, Lake Hiawatha, Linden Hills, Longfellow, Loring, Lynnhurst, Marcy, McRae, Northeast Athletic, Pearl, Riverside, Van Cleve, Whittier

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Critical

Affected Wards:
Various

Affected Neighborhood(s):
Various

Estimated Project Completion Date:
12/31/23

Department Priority: 3/6
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.

Under the recent 20-Year Neighborhood Park Plan (NPP20), a funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board, an equity metric was developed and applied to MPRB's CIP. In order to honor already planned projects, MPRB's 2017-2022 CIP includes projects already in the CIP, as well as new projects selected through the equity criteria. The playgrounds to be improved under PRK02 are within those parks where ONLY the playground will be improved. Most of these were already in the CIP and have therefore been retained for funding. More comprehensive park improvement projects with a variety of activities are included in PRKCP.

Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. This year, it has chosen to use Net Debt Bonds: therefore MPRB's use of that term for this request.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	3,141	99	1,853	2,303	816	365	5,436	
Park Capital Levy	1,898	422	698	676	23	1,014	2,834	
Total	5,039	521	2,551	2,979	840	1,379	8,270	

Project Title: PRK02 Playground and Site Improvements Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	99	485	566	160	262	1,571
Construction Costs	397	1,945	2,271	640	1,051	6,305
General Overhead	25	121	142	40	66	394
Total	521	2,551	2,979	840	1,379	8,270

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 an ACP50 area include Cleveland, Farview, Bottineau, Riverside, and Whittier.

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 the community it serves as the community's feedback informs the playground concept design (strategy: we welcome our growing

Project Title: PRK02 Playground and Site Improvements Program

and diversifying population with thoughtful planning and design).

Additionally, the project contributes to this city goal 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 guidelines, and urban design documents adopted by the City of Minneapolis:

Project Title: PRK02 Playground and Site Improvements Program

MPRB is in the process of creating master plans for every neighborhood park in the system. The planning is taking place one sector at a time. As these so-called "service area master plans" are completed, park improvements and funding allocations will implement those community-driven plans.

Keewaydin Park is an example of implementation following the planning process. Previously, allocations were requested for both a wading pool and playground improvements at this park. The community process and MPRB-adopted master plan envisions a larger play area including an outdoor climbing area, along with elimination of the wading pool. Therefore, increased funds are being requested under PRK02 to implement this community vision, along with an equivalent reduction under PRK03 (wading pools).

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? 2018

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: \$890,000

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:

Project Title: PRK02 Playground and Site Improvements Program

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 playgrounds are under construction and will be completed by June of 2017. The Bassett's Creek and Lake Nokomis projects have completed community engagement and will begin construction in early 2017.

No Net Debt Bonds were requested in 2016, in order to provide more time to complete existing projects prior to the 2017 request.

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 2018 projects--Longfellow and Cleveland--is anticipated for early 2018. These projects, depending on community engagement, could be under construction in late 2018 but could also begin and be completed in 2019.

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 chart documents proposed projects with anticipated funding years and sources (2018-2022 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2017-2022 CIP, some playground projects in the 2017 through 2020 years were shifted a year or experienced a funding source change, in order to address actual funding levels and unforeseen needs. 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.

Though these PRK02 improvements are included because they were already in the CIP, rather than added under the new NPP20 equity metrics, each park's equity ranking is included for reference. Higher numbers demonstrate lower need. Decisions around which projects to delay were made largely by considering a park's equity ranking.

In the 2022 funding year--the first year when the neighborhood capital program features project selection exclusively by equity metrics--MPRB recognizes an ongoing need to address playground deficiencies, regardless of a park's equity rank. Therefore, four new playground projects, with standard request amounts, are included. Those are the four "worst" remaining playgrounds after those already included in the CIP. Though their overall equity rank would not justify inclusion in the CIP, asset condition does.

Project	Equity Rank	Year	Amount	Funding Source
Longfellow.....	45.....	2018.....	\$98,625.....	Net Debt Bonds
Longfellow.....	45.....	2018.....	\$179,205.....	MPRB Capital Levy
Cleveland.....	52.....	2018.....	\$243,200.....	MPRB Capital Levy
Linden Hills.....	79.....	2019.....	\$291,900.....	Net Debt Bonds
Armatage.....	96.....	2019.....	\$291,900.....	Net Debt Bonds
Keewadin.....	43.....	2019.....	\$541,246.....	Net Debt Bonds
Loring.....	51.....	2019.....	\$360,000.....	Net Debt Bonds
Northeast.....	90.....	2019.....	\$75,600.....	Net Debt Bonds
Bryn Mawr Meadows.....	59.....	2019.....	\$291,900.....	Net Debt Bonds
Holmes.....	75.....	2019.....	\$291,900.....	MPRB Capital Levy
Farview.....	32.....	2019.....	\$291,900.....	MPRB Capital Levy
Cleveland.....	52.....	2019.....	\$34,630.....	MPRB Capital Levy
Bottineau.....	89.....	2019.....	\$80,000.....	MPRB Capital Levy

Project Title: PRK02 Playground and Site Improvements Program
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Keewyadin.....43.....	2020.....	\$626,454.....	Net Debt Bonds
Kenny.....54.....	2020.....	\$306,495.....	Net Debt Bonds
Lynnhurst.....38.....	2020.....	\$306,495.....	Net Debt Bonds
McRae.....40.....	2020.....	\$306,495.....	Net Debt Bonds
Marcy.....49.....	2020.....	\$ 306,495.....	Net Debt Bonds
Northeast.....90.....	2020.....	\$310,275.....	Net Debt Bonds
Whittier.....24.....	2020.....	\$72,107.....	Net Debt Bonds
Whittier.....24.....	2020.....	\$234,388.....	MPRB Capital Levy
Bottineau.....89.....	2020.....	\$67,909.....	Net Debt Bonds
Bottineau.....89.....	2020.....	\$135,370.....	MPRB Capital Levy
Pearl.....74.....	2020.....	\$306,495.....	MPRB Capital Levy
Van Cleve.....103.....	2021.....	\$321,820.....	Net Debt Bonds
28th Street Tot Lot...2.....	2021.....	\$200,000.....	Net Debt Bonds
Cavell.....86.....	2021.....	\$294,595.....	Net Debt Bonds
Bottineau.....89.....	2021.....	\$23,216.....	MPRB Capital Levy
Cavell.....86.....	2022.....	\$27,225.....	Net Debt Bonds
Riverside.....26.....	2022.....	\$338,000.....	Net Debt Bonds
Audubon.....44.....	2022.....	\$338,000.....	MPRB Capital Levy
Columbia.....70.....	2022.....	\$338,000.....	MPRB Capital Levy
Lake Hiawatha.....92.....	2022.....	\$338,000.....	MPRB Capital Levy

Project Title: PRK03 Shelter - Pool - Site Improvements Program

Project Location: Fuller Park, North Commons Water Park
City Sector: Citywide
Project Start Date: 1/1/19
Submitting Department: Park Board
Contact Person: Adam Arvidson
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/22
Department Priority: 4/6
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.

Under the recent 20-Year Neighborhood Park Plan, a funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board, an equity metric was developed and applied to MPRB's CIP. In order to honor already planned projects, MPRB's 2017-2022 CIP includes projects that were already in the CIP, as well as new projects selected through the equity criteria. The aquatic facilities to be improved under PRK03 are within those parks where ONLY the aquatic facility will be improved. Most of these were already in the CIP and have therefore been retained for funding. More comprehensive park improvement projects with a variety of activities are included in PRKCP.

Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. This year, it has chosen to use Net Debt Bonds: therefore MPRB's use of that term for this request.

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.

The 2019/2020 North Commons project will provide upgrades to the water park, based on a community-driven vision as part of the in-process North Service Area master Plan. The 2021 Fuller project will replace the wading pool only.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	4,100		368	1,800	804		2,972	
Other Local Govts	375							
Park Capital Levy	1,202							
Transfer from Special Revenue Funds	125							
Total	5,802		368	1,800	804		2,972	

Project Title: PRK03 Shelter - Pool - Site Improvements Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		350	180	153		683
Construction Costs			1,534	613		2,147
General Overhead		18	86	38		142
Total		368	1,800	804		2,972

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). North Commons sits within an ACP50 area.

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:

MPRB is in the process of creating master plans for every neighborhood park in the system. The planning is taking place one sector at a time. As these so-called "service area master plans" are completed, park improvements and funding allocations will implement those community-driven plans. The exact improvements at North Commons water park will be driven in the in-progress North Service Area Master Plan. Improvements at Fuller Park will follow the vision of the Southwest Service Area Master Plan, to be complete in early 2019.

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.

North Commons Park is adjacent to three facilities noted on the Bicycle Master Plan. Bike lanes on Golden Valley Road run adjacent to the park on its north side. The Irving Avenue bike boulevard runs just one block east of the park. The 16th Avenue Bikeway, a signed bicycle route, runs adjacent to the park on its south side.

The 49th Street Bike Boulevard runs just one half block south of Fuller Park, while the Pleasant Avenue Bikeway is just one block east.

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

Bus route #14 runs on Golden Valley Road and stops at the northern edge of North Commons Park. Planning there will consider access between the bus station and the water park. In addition, the planned Penn Avenue bus rapid transit line will run just three blocks west of the park, creating opportunities for improved access to the waterpark by transit.

Though limited stop bus routes (#113 and #135) stop at the corner of Fuller Park, the more likely transit connection to the park is #4 on Lyndale Avenue, two blocks west of the park.

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? 2021

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: \$1,010,000

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. A major renovation of the North Commons waterpark could significantly decrease operational cost at that facility. 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

Project Title: PRK03 Shelter - Pool - Site Improvements Program

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, Bryant Square, and Powderhorn Parks, as well as the 2015 project at Matthews Park. Community engagement is underway and nearly complete for the Logan and Bryant Square pools, with construction anticipated to begin in 2017. The Matthews and Powderhorn pools are currently under construction and will be complete in June of 2017.

Since last year's Net Debt Bonds request, wading pool projects at Van Cleve, Bethune, and Hiview were completed. MPRB requested no new wading pool projects in 2016 and 2017, and is again not requesting wading pool funding in 2018, in order to complete existing projects and reduce unspent bonds prior to major aquatics projects at North Commons and Fuller Park.

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 require more detailed design and construction time than for a typical wading pool. The community vision for North Commons will be determined during the North Service Area Master Plan process in 2017 and early 2018. detailed design will commence 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:

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 (2018-2022 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2017-2022 CIP, some wading pool projects requested in previous years (Phelps and Sibley) have been combined into much larger park improvement projects described in PRKCP. The former Keewaydin wading pool project was eliminated in favor of a larger playground, based on community desires, and that request was shifted to PRK02.

Though improvements at Fuller and some capital funding for North Commons are included because they were already in the CIP, rather than added under the new NPP20 equity metrics, these parks' equity rankings are included for reference. Higher numbers demonstrate lower need. The decision to delay Fuller one year was made largely by considering that park's equity ranking. A 5% escalation factor was added because of this delay.

Project	Equity Rank	Year	Amount	Funding Source
North Commons Park.....	20.....	2019.....	\$367,500.....	Net Debt Bonds
North Commons Park.....	20.....	2020.....	\$1,800,000....	Net Debt Bonds
Fuller Park.....	88.....	2021.....	\$804,050.....	Net Debt Bonds

Project Title: PRK04 Athletic Fields -Site Improvements Program

Project Location: Northeast Athletic Field 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: 12/31/21
Department Priority: 5/6
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.

PRK04 includes athletic field improvements at Northeast Athletic Field Park, in a phased improvement over several years, based on an adopted MPRB master plan.

Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. This year, it has chosen to use Net Debt Bonds: therefore MPRB's use of that term for this request.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	1,025	250	6				256	
Park Capital Levy	1,750	80	249		236		565	
Total	2,775	330	255		236		821	

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

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	100	17		45		162
Construction Costs	214	226		180		620
General Overhead	16	12		11		39
Total	330	255		236		821

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 -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 absorbcency 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:

Implementation of the athletic field improvements at Northeast Park will follow guidance in the adopted master plan for that park.

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: \$778,000

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:

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 Northeast Park phase 1 is underway and will be completed in 2017. In 2017 Peavey Park will begin phased implementation based on the South Service Area Master Plan and subsequent community engagement. The two-year implementation of the plan (which also includes funding requested under PRKCP) will be complete in late 2018. Community engagement around the Folwell athletic fields will take place in 2017 as part of the North Service Area Master Plan. Detailed design and then construction will follow that plan, once a community vision for the fields is in place. Construction is expected to commence in late 2018 and continue into 2019.

Since last year's Net Debt Bond request, MPRB has moved forward with construction of the first phase of Northeast Park and with construction planning and design for Peavey Park. MPRB did not request additional Net Debt Bonds for athletic fields in 2016 or 2017, 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 currently under construction and will be complete in 2017. 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, 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 chart documents proposed projects with anticipated funding years and sources (2018-2022 MPRB Neighborhood Park Capital Program). During the preparation of the MPRB's 2017-2022 CIP, the Northeast Athletic Fields project experienced some reallocation of funds between Net Debt Bonds and Capital Levy.

Though improvements at Northeast Park are included because they were already in the CIP, rather than added under the new NPP20 equity metrics, the park's equity ranking is included for reference. Higher numbers demonstrate lower need.

Project.....	Equity Rank.....	Year.....	Amount.....	Funding Source
Northeast.....	90.....	2018.....	\$250,000.....	Net Debt Bonds
Northeast.....	90.....	2018.....	\$80,000.....	MPRB Capital Levy
Northeast.....	90.....	2019.....	\$5,550.....	Net Debt Bonds
Northeast.....	90.....	2019.....	\$249,450.....	MPRB Capital Levy
Northeast.....	90.....	2021.....	\$235,940.....	MPRB Capital Levy

Capital Budget Request

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: 6/6
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.

Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. This year, it has chosen to use Net Debt Bonds: therefore MPRB's use of that term for this request.

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 and community visioning will take place as part of the North Service Area Master Planning process in 2017. The adoption of a community-driven vision for the park in 2018 will set the stage for major renovations in 2021. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					2,303		2,303	
Park Capital Levy			0	0	1,142		1,142	
Total			0	0	3,445		3,445	

Project Title: PRK33 Bryn Mawr Meadows Field Improvements**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				655		655
Construction Costs				2,626		2,626
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. Ultimate improvements to the park will be consistent with the North Service Area Master Plan, which will include expensive community engagement and be adopted likely in early 2018.

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 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: 1/1/18

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/23

Department Priority: 1/7

Contact Phone Number: 612-230-6470

Project Description:

This project includes a variety of major capital improvements in a variety of parks, which are primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, these major new or increased-budget projects are being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

MPRB has developed an equity metric for selection of parks that would receive new or enhanced funding under NPP20. In order to honor already planned projects, MPRB's 2017-2022 CIP includes projects already in the CIP, as well as new projects selected through the equity criteria. Parks in which a playground, wading pool, or athletic field is the ONLY planned improvement are requested under PRK02, PRK03, and PRK04, respectively. Most of these improvements were already in the CIP and have therefore been retained for funding. More comprehensive park improvement projects with a variety of activities are included in PRKCP. Additionally, a series of targeted rehabilitation types are requested under PRKRP.

The improvements included under PRKCP may come with a general understanding of project scope, or may be allocations dedicated to a particular park but not aligned with specific projects yet. The reason for this is that MPRB is currently working to create master plans for every neighborhood park in the system. These community-driven visions will determine what kinds of improvements are needed in each park. Funding will be spent not merely to replace existing assets, but to remake the park according to community needs. Where master plans have been completed, improvements are generally well known. Where master plans are still underway, the allocations are for improvements "to be determined based on master plan."

For example, at Phelps Field Park, where a master plan is adopted, the requested 2018 allocation will be used for a major project including playground improvements, conversion of the wading pool to a splash pad, and reorganization of pathways--all according to the master plan. Conversely, at Lovell Square Park, where a master plan is underway but not yet complete, the 2018 allocation was made because of that park's equity ranking, but a specific project has not been defined. These "to be determined" improvements will be further defined once master plans are completed, and priorities and phasing will take place in consultation with the community.

This project also documents MPRB Capital Levy allocations for remaining service area master plans and grant matches.

Purpose and Justification:

This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as a whole. This project and its many and varied park improvements will improve safety and accessibility, upgrade worn and outdated park assets, and transform parks to better meet the needs of today's population.

The purpose and justification of each individual park improvement is based on two factors: the equity metric and the park master plan. These two factors work together to ensure that those parks with the greatest need are addressed first, and that the improvements being made are in line with community desires. The equity metric uses empirical data to establish an "equity ranking" for each park. The data look at both the community characteristics around the park and the assets in the park (including historic investment in the park). In 2016, 106 neighborhood park properties were assigned equity rankings. MPRB's 2017-2022 CIP includes parks with rankings 1 through 29. This 2018-2022 request includes parks ranked 5 and 7 through 29 (parks ranked 1 through 4 and 6 were either funded in 2017 or are included in another requested project).

Once a park has been identified for funding, the approved master plan determines the amount of funding and the specific improvements to take place. As described above, because master plans are still in progress in some parts of town, not all allocations have specific projects assigned yet.

This project will allow MPRB to more equitably meet the needs of the community as a whole, by focusing early attention on those

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

parks where there is the most need, but also by implementing improvements the community wants.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	8,000	6,175	4,574	2,697	2,877	7,035	23,358	
Park Capital Levy	7,582	701	245	365	279	666	2,256	
Total	15,582	6,876	4,820	3,062	3,155	7,701	25,614	

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,841	916	582	600	1,463	5,401
Construction Costs	4,708	3,675	2,335	2,406	5,871	18,993
General Overhead	327	230	146	150	367	1,220
Total	6,876	4,820	3,062	3,155	7,701	25,614

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 program features a wide variety of improvements, all of which 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. The use of an empirical equity metric along with community-engaged park master planning specifically targets racial and economic disparities in the system, in an effort to focus improvements where they are most needed. Comprehensive park improvement projects 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 determining 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).

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
- 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

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

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 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?

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:

MPRB is in the process of creating master plans for every neighborhood park in the system. The planning is taking place a sector

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

at a time. As these so-called "service area master plans" are completed, park improvements and funding allocations will implement those community-driven plans. In the case of parks where service area master plans are complete (South and Downtown), budget allocations are in line with master plan cost estimates to implement specific portions of those plans. In parks where service area master plans are not yet complete, allocations have been made under the equity metric criteria, but improvement work will not begin until the master plans are completed. In general, therefore, when equity rankings are similar, parks in the south and downtown service areas appear earlier in this request. These are parks where bonds can be spent immediately.

The implementation efforts included here in PRKCP do include some parks that were already in the CIP but do not have significant need under the equity metrics (Sibley, for instance). Where parks formerly appeared under more than one CLIC project (wading pool and playground, for instance), they are now combined into PRKCP, to recognize the holistic nature of the improvement, which is based on community-driven master planning.

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 may 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

Projects do not take place in public rights-of-way.

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?

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:

In those areas where service area master plans have been completed (South and Downtown), comprehensive analysis of maintenance impacts were calculated. This calculation was based on real-world assessments of costs to maintain existing facilities drawn from MPRB's system as well as national models. Each master planned park includes a maintenance cost change estimate at full build out. For instance, at Phelps Park, the conversion of the wading pool to splash pad will result in a \$20,000 annual maintenance cost increase--the result of a \$15,000 annual credit for removing the wading pool and a \$35,000 add for the splash pad. The playground at Phelps will see no maintenance increase nor decrease, because though newer equipment is easier to maintain, those maintenance allocations must be shifted elsewhere in the system to cover other aging infrastructure.

An overall maintenance change number has not been provided for PRKCP, however, because the details of many projects are unknown. In some cases, parks may see increased maintenance costs (like at Phelps) while at others there may be decreases (for instance, at parks that will have fewer diamonds and larger multi-use field areas). Though a comprehensive maintenance cost accounting has not been provided to CLIC under this project, MPRB operations and planning staff are working together to ensure proper maintenance allocations when individual improvements are implemented, using the service area master plans as a guide.

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

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

In cases where new infrastructure will be implemented, MPRB will pay for cost changes through its annual general fund budgeting process for departmental allocations.

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

The future capital investment required will depend on the type infrastructure implemented. Aquatic facilities, for instance, may require significant overhaul only every 30-40 years, while playgrounds tend to have a life of about 20. Athletic fields require more regular maintenance. Embedded in MPRB's equity metric is a scoring category that considers useful life of assets. Once assets in a park begin to reach the end of their useful lives, that parks' score will increase, essentially pushing it into the mix for capital improvement. Essentially, MPRB has developed a built-in alarm clock that will bring assets back into the CIP when they approach the end of their useful lives.

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

PRKCP was previously a capital levy only project, so there are no prior bond authorizations under this project. Going forward, however, MPRB will track and document unspent bonds, as it does for other projects.

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

Project schedules may vary significantly depending on the size of allocation, the specific improvements envisioned, and the scale of change in the park. In general, all projects will require 6-8 months of community engagement, which can happen in concert with design development. At the conclusion of community engagement, construction plans for bidding are prepared and the project is bid for construction. MPRB works to limit inconvenience to the community during construction, and may occasionally phase construction across two calendar years. Construction scheduling is determined by the project manager in consultation with the community.

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

Moving funding from year to year will affect staff ability to implement projects. Because significant work is included in PRKCP, modifying funding years will create "pinch-points" in the design and community engagement process and will delay projects.

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 chart documents parks in which improvements will take place, including anticipated funding years and sources (2018-2022 MPRB Neighborhood Park Capital Program). Though the PRKCP project previously was used for MPRB's capital levy funded rehabilitation and special projects, it now includes most of the major projects added as part of the NPP20 agreement. The bulk of the funding comes from Net Debt Bonds with some capital levy (see the new PRKRP project for NPP20-funded rehabilitation projects).

Selection of nearly all these projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance. Each park's equity ranking is included for reference. Higher numbers demonstrate lower need. Several projects included here were already in the CIP, but appear under PRKCP because their overall scale goes beyond merely playgrounds or wading pools.

In order to ensure projects move forward in a timely fashion, MPRB is requesting a contingency factor under PRKCP. This "Replace and Invest Contingency" (R&I Contingency) will be used for project construction, to close the gap on site unknowns, increased bid amounts, and other construction-related factors out of MPRB control. The most significant reason for project delays is bidding issues. The contingency will only be used when necessary, and unspent contingency will be used to originate new projects in later years. The contingency constitutes 10% of the total project-based allocations in the MPRB CIP.

Project	Equity Rank	Year	Amount	Source
Currie.....	16.....	2018.....	\$765,275.....	Net Debt Bonds
Jordan.....	15.....	2018.....	\$1,270,000.....	Net Debt Bonds
Lovell Square.....	8.....	2018.....	\$350,000.....	Net Debt Bonds
Peavey.....	10.....	2018.....	\$1,000,000.....	Net Debt Bonds
Perkins Hill.....	18.....	2018.....	\$350,000.....	Net Debt Bonds
Phelps.....	5.....	2018.....	\$1,459,600.....	Net Debt Bonds
Stewart.....	12.....	2018.....	\$300,000.....	Net Debt Bonds
R&I Contingency.....		2018.....	\$680,000.....	Net Debt Bonds

Project Title: PRKCP Neighborhood Parks Capital Infrastructure

NE/SE SAMP.....2018.....\$251,000.....MPRB Capital Levy
 SW SAMP.....2018.....\$400,000.....MPRB Capital Levy
 Grant Matches.....2018.....\$49,765.....MPRB Capital Levy

Currie.....16.....2019.....\$2,047,125...Net Debt Bonds
 Farwell.....9.....2019.....\$279,100.....Net Debt Bonds
 Lovell Square.....8.....2019.....\$50,000.....Net Debt Bonds
 Painter.....17.....2019.....\$1,000,000....Net Debt Bonds
 Sibley.....46.....2019.....\$518,179.....Net Debt Bonds
 R&I Contingency.....2019.....\$680,000.....Net Debt Bonds
 Whittier.....24.....2019.....\$45,370.....MPRB Capital Levy
 Grant Matches.....2019.....\$200,000.....MPRB Capital Levy

Corcoran.....14.....2020.....\$331,975.....Net Debt Bonds
 Farwell.....9.....2020.....\$420,900.....Net Debt Bonds
 Hall.....11.....2020.....\$371,375.....Net Debt Bonds
 Sibley.....46.....2020.....\$503,025.....Net Debt Bonds
 R&I Contingency.....2020.....\$680,000.....Net Debt Bonds
 Whittier.....24.....2020.....\$390,000.....Net Debt Bonds
 Whittier.....24.....2020.....\$365,130.....MPRB Capital Levy

Corcoran.....14.....2021.....\$618,025.....Net Debt Bonds
 Hall.....11.....2021.....\$378,625.....Net Debt Bonds
 Powderhorn.....13.....2021.....\$1,100,000....Net Debt Bonds
 Sumner Field.....7.....2021.....\$100,000.....Net Debt Bonds
 R&I Contingency.....2021.....\$680,000.....Net Debt Bonds
 The Mall.....NR.....2021.....\$89,279.....MPRB Capital Levy
 Grant Matches.....2021.....\$189,500.....MPRB Capital Levy

Cedar Avenue Field..25.....2022.....\$600,000.....Net Debt Bonds
 East Phillips.....27.....2022.....\$428,464.....Net Debt Bonds
 Elliott.....28.....2022.....\$1,502,775....Net Debt Bonds
 Franklin Steele...29.....2022.....\$740,000.....Net Debt Bonds
 Harrison.....23.....2022.....\$1,000,000....Net Debt Bonds
 Murphy Square....22.....2022.....\$200,000.....Net Debt Bonds
 Riverside.....26.....2022.....\$1,060,000....Net Debt Bonds
 Willard.....21.....2022.....\$1,000,000....Net Debt Bonds
 R&I Contingency.....2022.....\$680,000.....Net Debt Bonds
 Smith Triangle...84.....2022.....\$23,536.....Net Debt Bonds
 Smith Triangle...84.....2022.....\$207,989....MPRB Capital Levy
 The Mall.....NR.....2022.....\$258,011.....MPRB Capital Levy

Project Title: PRKDT Diseased Tree Removal

Project Location: Throughout the city
City Sector: Citywide
Project Start Date: 1/1/18
Submitting Department: Park Board
Contact Person: Ralph Sievert
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/22
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 rights-of-way 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Special Assessments	1,200	300	300	300	300	300	1,500	
Total	1,200	300	300	300	300	300	1,500	

Project Title: PRKDT Diseased Tree Removal

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	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: PRKRP Neighborhood Parks Rehabilitation Program

Project Location: Citywide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Park Board

Contact Person: Adam Arvidson

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/23

Department Priority: 2/6

Contact Phone Number: 612-230-6470

Project Description:

This program includes rehabilitation in a variety of parks, which is primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, this rehabilitation program is being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

Rehabilitation projects will be considered in ten categories:

- ADA Improvements
- General building and recreation center rehabilitation
- Roofs
- Heating, ventilation, and air conditioning
- Neighborhood amenity fund
- Park lighting
- Synthetic turf rehabilitation
- Below-grade infrastructure
- Sidewalk and pavement
- Operations facilities

Some of these categories are partially funded through the MPRB capital levy, because those categories were already in the CIP prior to NPP20.

Purpose and Justification:

This program fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life. This program will touch numerous parks and will improve safety and accessibility and upgrade worn and outdated park assets.

The specific purpose of each rehabilitation category is as follows:

ADA Improvements:

While all capital projects must meet ADA requirements, the MPRB recognizes that there are some improvements that need to be made to increase accessibility before or outside of a full capital project. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program, but appear in MPRB's ADA Transition Plan.

Recreation Center Rehabilitation:

The MPRB owns 49 recreation centers. Most were built in the 1960s and 1970s. While the MPRB is working on a system-wide recreation center facility plan that will help determine long-term capital improvements to recreation centers, this funding will allow for improvements that are needed to sustain the buildings in the short-term, including building envelope improvements, visitor services, mitigation projects, and windows.

Roofs:

This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on rehabilitating roofs for the long term stability of buildings.

Heating, Ventilation, and Air Conditioning:

This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on improving or replacing aging and outdated boilers, heating units, and ventilation systems. It will also install new air conditioning systems in some buildings, in the interest of increasing programming availability and allowing more buildings to serve as safe-havens during stretches of high temperature.

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

Neighborhood amenity fund:

The neighborhood park system contains more than \$100 million in physical assets. Many of these assets are small--such as picnic tables, grills, benches, horseshoe pits, etc.--and are not often included in larger capital projects or general maintenance and upkeep. The neighborhood amenity fund allows these key visitor comfort features to be refurbished or replaced into good working condition.

Park Lighting:

Within Minneapolis neighborhood parks, lighting increases safety and extends operating hours for sports, winter activities, and general park use. This category focuses on the replacement and upgrade of exterior park lighting, along with supporting infrastructure.

Synthetic Turf rehabilitation:

The MPRB has installed eight artificial turf fields over the past 10 years. Over time this type of turf will need to be replaced. This will be an ongoing fund dedicated to artificial turf replacement.

Below-grade infrastructure:

Unseen in the neighborhood parks is a network of underground pipes, wiring, and conduits that in some cases dates from the initial creation of those parks. This category focuses on improving, upgrading, removing, or relocating this below-grade infrastructure in order to create efficiency and improve environmental performance.

Sidewalk and pavement:

This category focuses on sidewalks and internal pedestrian paths within neighborhood parks. It will help the MPRB work collaboratively with the City of Minneapolis as it implements its annual replacement program for sidewalks across the city. It will also be used to replace or rehabilitate pathways within neighborhood and community parks.

Operations facilities:

The MPRB is initiating an operation facility plan that will guide future investments in the operations facilities throughout the system. A key focus of the plan will be to increase safety and efficiency and to provide quality spaces for employees. This category will address immediate needs within the operational areas of MPRB's system, and then provide funds to implement changes recommended in the facility plan.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		3,976	3,700	3,700	3,700	3,100	18,176	
Park Capital Levy		332	350	495	500	500	2,177	
Total		4,309	4,050	4,195	4,200	3,600	20,354	

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	491	462	478	479	410	2,320
Construction Costs	3,612	3,395	3,517	3,521	3,018	17,064
General Overhead	205	193	200	200	171	969
Total	4,309	4,050	4,195	4,200	3,600	20,354

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 program features a wide variety of improvements, all of which 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. Park rehabilitation projects 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).

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
- 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 project has a carefully managed budget (strategy: responsible tax policy and sound financial management provide short-term stability and long-term fiscal health). MPRB is developing systems for consistent and easy-to-understand notification of and progress reports on rehabilitation projects

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

(strategy: transparency, accountability, and ethics establish public trust).

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:

Once detailed lists of rehabilitation projects are determined, MPRB will work with city staff on location review for each rehabilitation category.

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

N/A

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

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

N/A

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

Access to bicycle routes varies by rehabilitation category and project site. Where appropriate, projects will consider connection to the bicycle network.

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

Access to transit and pedestrian routes varies by rehabilitation category and project site. Where appropriate, projects will consider connection to the transit and pedestrian network.

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

The sidewalk and pavement category will work to improve the pedestrian realm by rehabilitating park 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

Most projects will take place within park property, not within public right-of-way. The exception is the sidewalk and pavement category, which will specifically address park sidewalks, which may occur in public right-of-way. In most cases, projects will improve sidewalks in their existing locations.

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:

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:

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.

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

The requested funding is generally consistent year over year, to ensure that these rehabilitation categories work like standard allocations for a consistent level of work from year to year. Shifting funds from one year to another could create a bottleneck in

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

some years and underutilized staff and contracts in others.

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 chart documents requested allocations by rehabilitation category (2018-2022 MPRB Neighborhood Park Capital Program).

A one-time allocation is included in 2018 for the Lyndale Farmstead Building Improvements. This is essentially a place-holder for work being performed in 2017. The Lyndale Farmstead recreation center building will see rehabilitation in 2017, with funds pulled from appropriate categories once the final project scope is determined. The 2018 placeholder will be re-distributed back into the categories from which it was drawn in 2017.

Category	Year	Amount	Source
ADA improvements.....	2018.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2018.....	\$500,000.....	Net Debt Bonds
Roofs.....	2018.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2018.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2018.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2018.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2018.....	\$100,000.....	MPRB Capital Levy
Below-grade infrastructure...	2018.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2018.....	\$500,000.....	Net Debt Bonds
Sidewalk and pavement.....	2018.....	\$96,420.....	MPRB Capital Levy
Operations facilities.....	2018.....	\$200,000.....	Net Debt Bonds
Lyndale Farmstead placeholder..	2018.....	\$276,500.....	Net Debt Bonds
Lyndale Farmstead placeholder..	2018.....	\$35,960.....	MPRB Capital Levy
ADA improvements.....	2019.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2019.....	\$500,000.....	Net Debt Bonds
Roofs.....	2019.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2019.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2019.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2019.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2019.....	\$250,000.....	MPRB Capital Levy
Below-grade infrastructure...	2019.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2019.....	\$500,000.....	Net Debt Bonds
Operations facilities.....	2019.....	\$200,000.....	Net Debt Bonds
ADA improvements.....	2020.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2020.....	\$500,000.....	Net Debt Bonds
Roofs.....	2020.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2020.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2020.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2020.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2020.....	\$350,000.....	MPRB Capital Levy
Below-grade infrastructure...	2020.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2020.....	\$500,000.....	Net Debt Bonds
Sidewalk and pavement.....	2020.....	\$44,867.....	MPRB Capital Levy
Operations facilities.....	2020.....	\$200,000.....	Net Debt Bonds
ADA improvements.....	2021.....	\$800,000.....	Net Debt Bonds
Building/rec center.....	2021.....	\$500,000.....	Net Debt Bonds
Roofs.....	2021.....	\$700,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2021.....	\$300,000.....	Net Debt Bonds
Neighborhood amenity.....	2021.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2021.....	\$500,000.....	Net Debt Bonds
Synthetic turf.....	2021.....	\$400,000.....	MPRB Capital Levy
Below-grade infrastructure...	2021.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2021.....	\$500,000.....	Net Debt Bonds
Operations facilities.....	2021.....	\$200,000.....	Net Debt Bonds

Project Title: PRKRP Neighborhood Parks Rehabilitation Program

ADA improvements.....	2022.....	\$700,000.....	Net Debt Bonds
Building/rec center.....	2022.....	\$400,000.....	Net Debt Bonds
Roofs.....	2022.....	\$600,000.....	Net Debt Bonds
Heating/Ventilation/AC.....	2022.....	\$200,000.....	Net Debt Bonds
Neighborhood amenity.....	2022.....	\$100,000.....	MPRB Capital Levy
Park lighting.....	2022.....	\$400,000.....	Net Debt Bonds
Synthetic turf.....	2022.....	\$400,000.....	MPRB Capital Levy
Below-grade infrastructure...	2022.....	\$200,000.....	Net Debt Bonds
Sidewalk and pavement.....	2022.....	\$500,000.....	Net Debt Bonds
Operations facilities.....	2022.....	\$150,000.....	Net Debt Bonds

Project Title: PV001 Parkway Paving Program

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 4/15/18

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: 11/13/22

Department Priority: 18 of 64

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:

Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City Engineer, with significant 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	3,380	700	700	700	700	700	3,500	700
Other Local Govts	2,000	0	1,000				1,000	
Park Capital Levy	1,200							
Special Assessments	250	50	50	50	50	50	250	50
Transfer from Special Revenue Funds								
Total	6,830	750	1,750	750	750	750	4,750	750

Project Title: PV001 Parkway Paving Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	15	25	15	15	15	85
Construction Costs	699	1,642	699	699	699	4,439
General Overhead	36	83	36	36	36	226
Total	750	1,750	750	750	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:

MPRB has historically applied to the Metropolitan Council every other year for Regional Park funding. Typically, the grant award is known in June of the year requested. MPRB also historically has 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

Project Title: PV001 Parkway Paving 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.

5.4.2 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 MPRB plays a supporting and collaborating role by approving all projects included in the program.

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? 2018

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: \$177,817

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a parkway is estimated at \$7,000 per mile per year for this type of roadway. It is estimated that approximately 3 miles of parkway will be resurfaced, resulting in a net decrease of \$21,000.

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 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:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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: PV006 Alley Renovation Program

Project Location: City-wide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/15/18	Estimated Project Completion Date: 11/16/22
Submitting Department: Public Works	Department Priority: 14 of 64
Contact Person: Tracy Lindgren	Contact Phone Number: (612) 290-5898
Level of Need: Significant	

Project Description:

The proposed project will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “very poor” condition according to the “Pavement Condition Index” database. This will extend the operational life of an alley for approximately 10 years.

Purpose and Justification:

The City of Minneapolis’ residential alley system is a critical component of its transportation and storm water management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. 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. Alley renovation will extend the useful life of all alleys, improving access to all properties and system capacity in managing water runoff.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	945	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								
Total	1,195	250	250	250	250	250	1,250	250

Project Title: PV006 Alley Renovation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	8	8	8	8	8	40
Construction Costs	230	230	230	230	230	1,150
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 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.

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.

Project Title: PV006 Alley Renovation 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.

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? 2018

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: \$125,131

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:

Any unspent balance will be reallocated to increase the number of alleys to be resurfaced in future program years.

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

Not Applicable

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

The size and scope of the work can be adjusted to utilize all available funds.

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:
April 3, 2017

Subject to Change

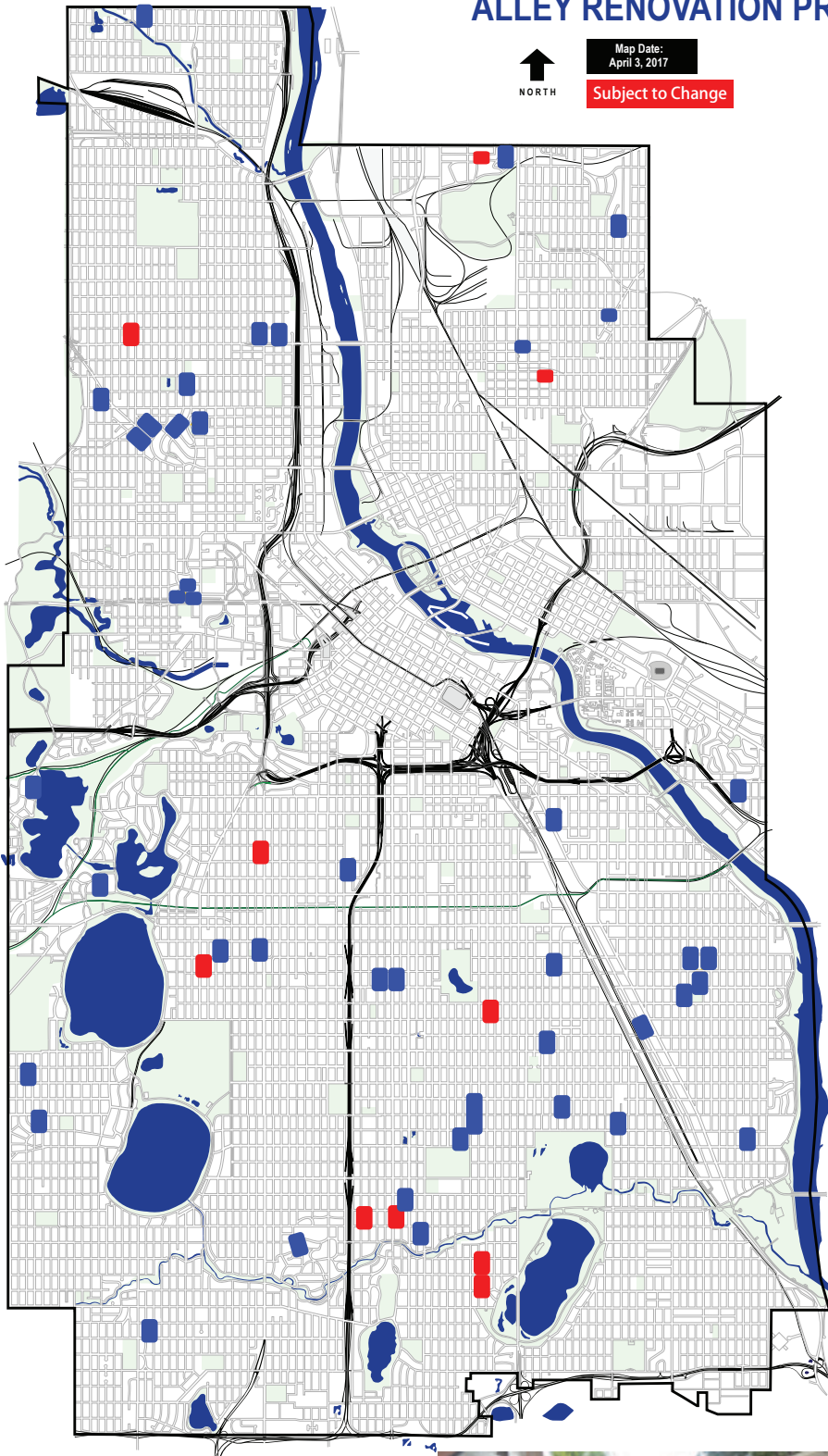


2017 ALLEYS

- 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
- 5665 - 2017 Bloomington Ave S, 16th Ave S, 36th St E, 35th 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

Future Alleys in Resurfacing Program

- 6844 - 2018 Aldrich Ave N, Lyndale Ave N, Lowry Ave N, 33rd Ave N
- 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
- 8644 - 2020 21st Ave S, 22nd Ave S, 33rd St E, 32nd 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
- 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
- 9009 - 2022 35th Ave S, 36th Ave S, 35th St E, 34th St E
- 4100 - 2022 Drew Ave S, Cedar Lake Pkwy, Franklin Ave W, S Cedar Lake Rd
- 8834 - 2022 28th Ave S, 29th Ave S, 43rd St E, 42nd St E
- 9207 - 2022 43rd Ave S, 44th Ave S, 43rd St E, 44th St E
- 7554 - 2022 Seymour Ave SE, Warwick St SE, Franklin Ave SE, Sharon Ave SE
- 8464 - 2022 14th Ave S, 15th Ave S, 43rd St E, 42nd St E
- 8463 - 2022 14th Ave S, 15th Ave S, 42nd St E, 41st St E
- 5594 - 2022 Arthur St NE, Cleveland St NE, 32nd Ave NE, 33rd Ave NE
- 4128 - 2022 Gladstone Ave, Wentworth Ave, Prospect Ave, 50th St W



Before Renovation



After Renovation

Capital Budget Request

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: 32 of 64

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. 8th Street South is Municipal State Aid (MSA) Route 434 with an Average Daily Traffic of 7,400 vehicles per day (2014 traffic count), 6600 Pedestrians per day near Hennepin Avenue, 7,000 vehicles per day (2014 traffic count) near Portland Avenue, 2000 Pedestrians per day near Chicago Ave. 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 will be replaced and sidewalks at bus stop locations will 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants			6,960				6,960	
Municipal State Aid			1,915				1,915	
Net Debt Bonds			452				452	
Special Assessments			1,470				1,470	
Stormwater Revenue			460				460	
Transfer from General Fund	0		1,268				1,268	
Transfer from Special Revenue Funds	0	1,389	2,551				3,940	
Transfer from Stormwater Fund	0		770				770	
Total	0	1,389	15,846				17,235	

Project Title: PV054 8th St S (Hennepin Ave to Chicago Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,323	1,577				2,900
Construction Costs		13,514				13,514
General Overhead	66	755				821
Total	1,389	15,846				17,235

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:

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

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: PV054 8th St S (Hennepin Ave to Chicago Ave)

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:

8th Street South is a component of the C-Line/D-Line bus routes with Metro Transit.

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 and pedestrian ramps. Additional enhancements may include pedestrian-level lighting, landscaping, and upgraded signals with pedestrian countdown timers. Pedestrian space will be increased and improved with vegetation elements. Upgraded transit shelters from Metro Transit are also planned to be included.

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

Yes. 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? (8,000)

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:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$10,000 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:

Not Applicable

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

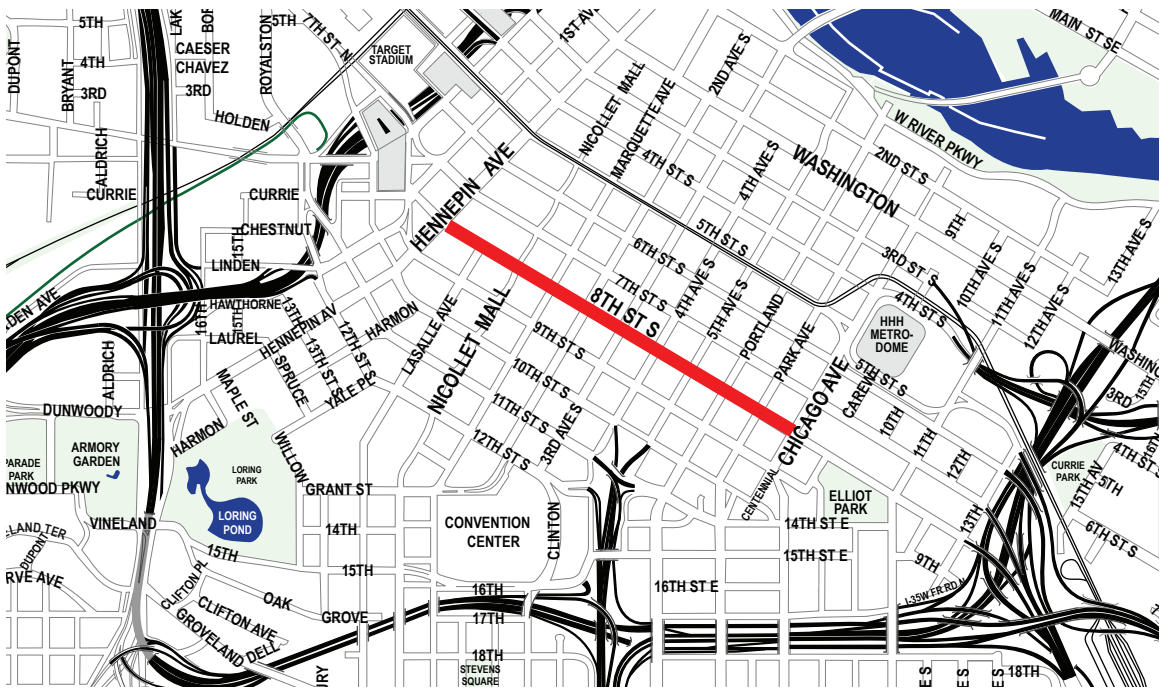
Public Works anticipates beginning preliminary design and public involvement in 2016, completion of design in 2017, and reconstruction in 2019-2020.

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:

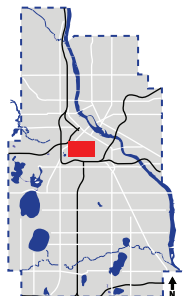
This project may be divided into shorter segments with construction over more than one year to provide access during construction.

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

Capital improvement projects, such as this one, complete a corridor and enhance the commercial character of the area, aiding in the preservation of existing property values and enhancing the City's tax base.



PROJECT



Project Title: PV056 Asphalt Pavement Resurfacing Program
Project Location: Various location throughout the City

City Sector: Citywide

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Steve Hay

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/22

Department Priority: 3 of 64

Contact Phone Number: (612) 673-3884

Project Description:

The Asphalt Pavement Resurfacing Program consists of a mill and overlay of roadways and may include replacement of some sections of curb, gutter and driveways.

Purpose and Justification:

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures and improves that ride quality and overall condition of these streets. The resurfacing program was presented to, and approved by, the City Council on February 15, 2008.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid	3,000							1,000
Net Debt Bonds	10,205	2,000	2,000	2,000	2,000	2,000	10,000	1,000
Special Assessments	16,220	4,915	4,915	4,915	4,915	4,915	24,575	4,915
Transfer from Conv Ctr	6,000							
Transfer from General Fund	5,500	0	0	0	0		0	
Transfer from Intergovtl Fund	3,000							
Transfer from Self Ins Fund		0					0	
Transfer from Special Revenue Funds			0	0			0	
Transfer from Stormwater Fund	1,500	0	0	0	0		0	
Total	45,425	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	2018	2019	2020	2021	2022	Total
Design and Project Management	50	50	50	50	50	250
Construction Costs	6,536	6,536	6,536	6,536	6,536	32,679
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:

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.

2.6.5 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

Project Title: PV056 Asphalt Pavement Resurfacing Program

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 project took place April 17, 2009. 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 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 and this program does not generally move curb lines. When bicycle facilities are considered in conjunction with a resurfacing project they are generally accomplished through pavement striping.

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? 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:

Project Title: PV056 Asphalt Pavement Resurfacing Program

There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in fair to poor condition is estimated at \$2,500 per mile per year. The current estimate is that approximately 30 miles of streets per year can be resurfaced with this program, and the estimated annual cost to maintain these 30 miles of streets is \$75,000.

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:

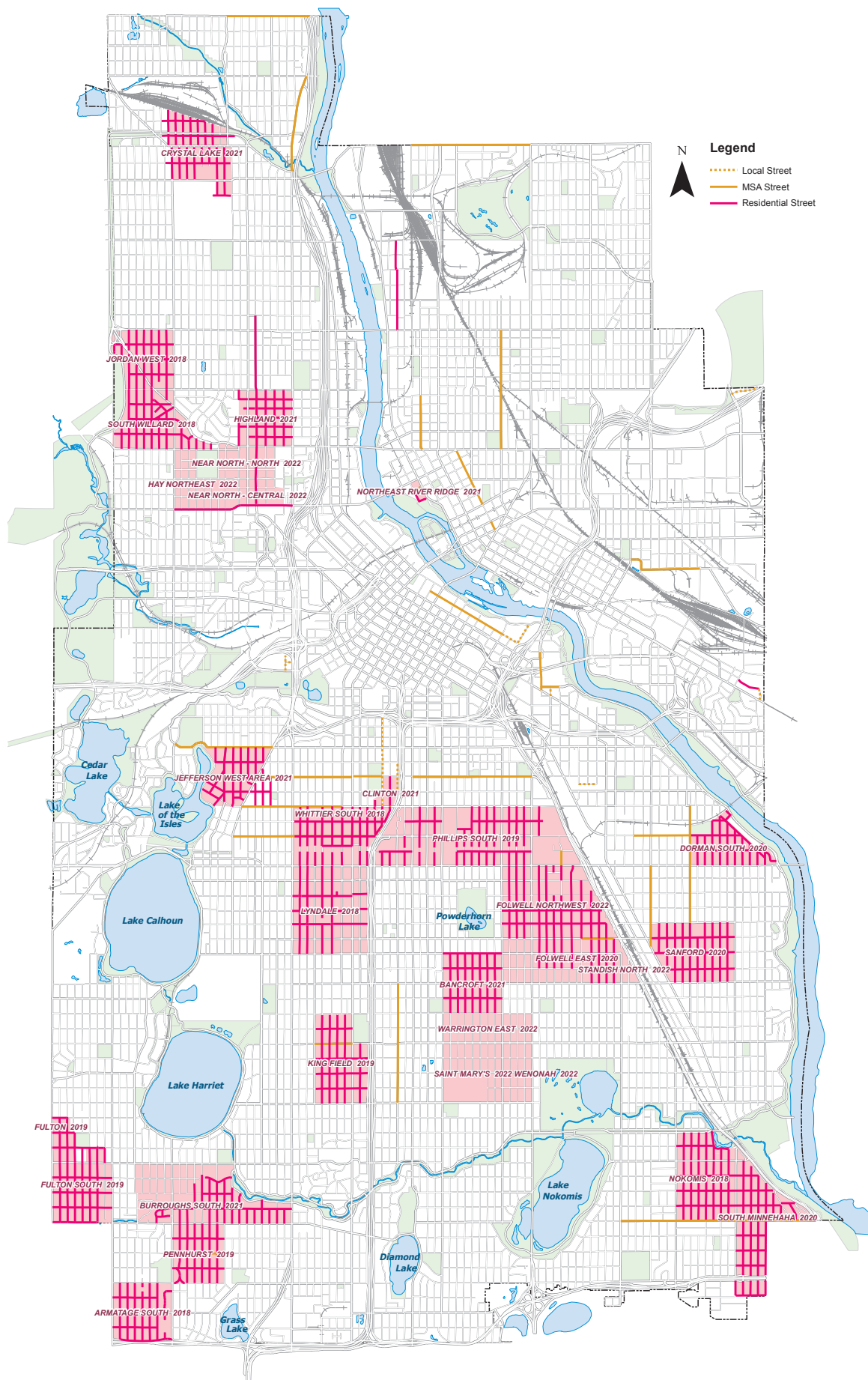
Not Applicable

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 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:

The Asphalt Pavement Resurfacing Program reduces annual maintenance expenditures, extends the life of the pavement 10 or more years, and therefor delays the need to completely reconstruct these streets. The program prevents the development of potholes, improves the ride quality and the overall pavement condition of these streets.



Legend

- Local Street
- MSA Street
- Residential Street

Capital Budget Request

Project Title: PV059 Major Pavement Maintenance Program

Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 4/15/18

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: 10/15/22

Department Priority: 21 of 64

Contact Phone Number: (612) 919-1148/(612) 209-7828

Project Description:

The Major Pavement Maintenance program focuses on major street repair due to specific, localized failures in a City street. The repairs typically last for 20 years or more. The objective is to correct failed areas of the street that are beyond what normal street maintenance can address, and extend the life of the street until more global rehabilitation and reconstruction efforts can be programmed.

Purpose and Justification:

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore a special program is needed to manage these specific problems.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	500	250	250	250	250	250	1,250	250
Total	500	250	250	250	250	250	1,250	250

Project Title: PV059 Major Pavement Maintenance Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	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:

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

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
- 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:

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 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

Project Title: PV059 Major Pavement Maintenance 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.

5.4.2 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 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? 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. This program is proposed to focus on the repair/reconstruction of failed street sections, and will not change or enhance any multi modal transportation enhancements.

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

Not Applicable

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:

Project Title: PV059 Major Pavement Maintenance Program

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:

Projects within this program are generally completed in the same year.

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

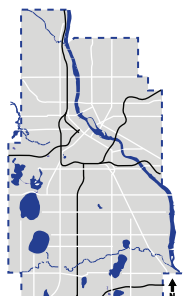
Not Applicable

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

The number of projects, size and scope of the work can be adjusted to utilize all available funds.

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 improve a corridor and enhance the character of the area which helps preserve property values and the city's tax base.



Project Title: PV063 Unpaved Alley Construction

Project Location: Citywide

City Sector: Citywide

Project Start Date: 5/1/18

Submitting Department: Public Works

Contact Person: Joe Casey

Level of Need: Important

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/1/22

Department Priority: 19 of 64

Contact Phone Number: (612) 673-2425

Project Description:

This program was initiated to complete the paving of the City's residential alley system including the construction of 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 77 unpaved alleys. These unpaved alleys will generally be paved using the standard residential concrete alley design which utilizes an inverted V-section 6" 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.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	750	150	150	150	150	150	750	150
Special Assessments	350	50	50	50	50	50	250	150
Total	1,100	200	200	200	200	200	1,000	300

Project Title: PV063 Unpaved Alley Construction

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	25	25	25	25	25	125
Construction Costs	165	165	165	165	165	827
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:

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

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

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:

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 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: PV063 Unpaved Alley Construction

infrastructure.

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

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

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

Location and design review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission. 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? 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 as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an alley in poor condition is estimated at \$2,000 per mile per year. The estimate is

Project Title: PV063 Unpaved Alley Construction

that this program will complete the construction of one to two alleys per year with an average length of 357' per alley, or 0.10 miles of alleys, and the estimated annual cost to maintain these 0.1 miles of alley is \$200.

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

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:

Periodic crack sealing may be needed to prolong the 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:

Public Works anticipates beginning preliminary design and public involvement in early 2017, final design in late 2017 and construction in 2018 and future years.

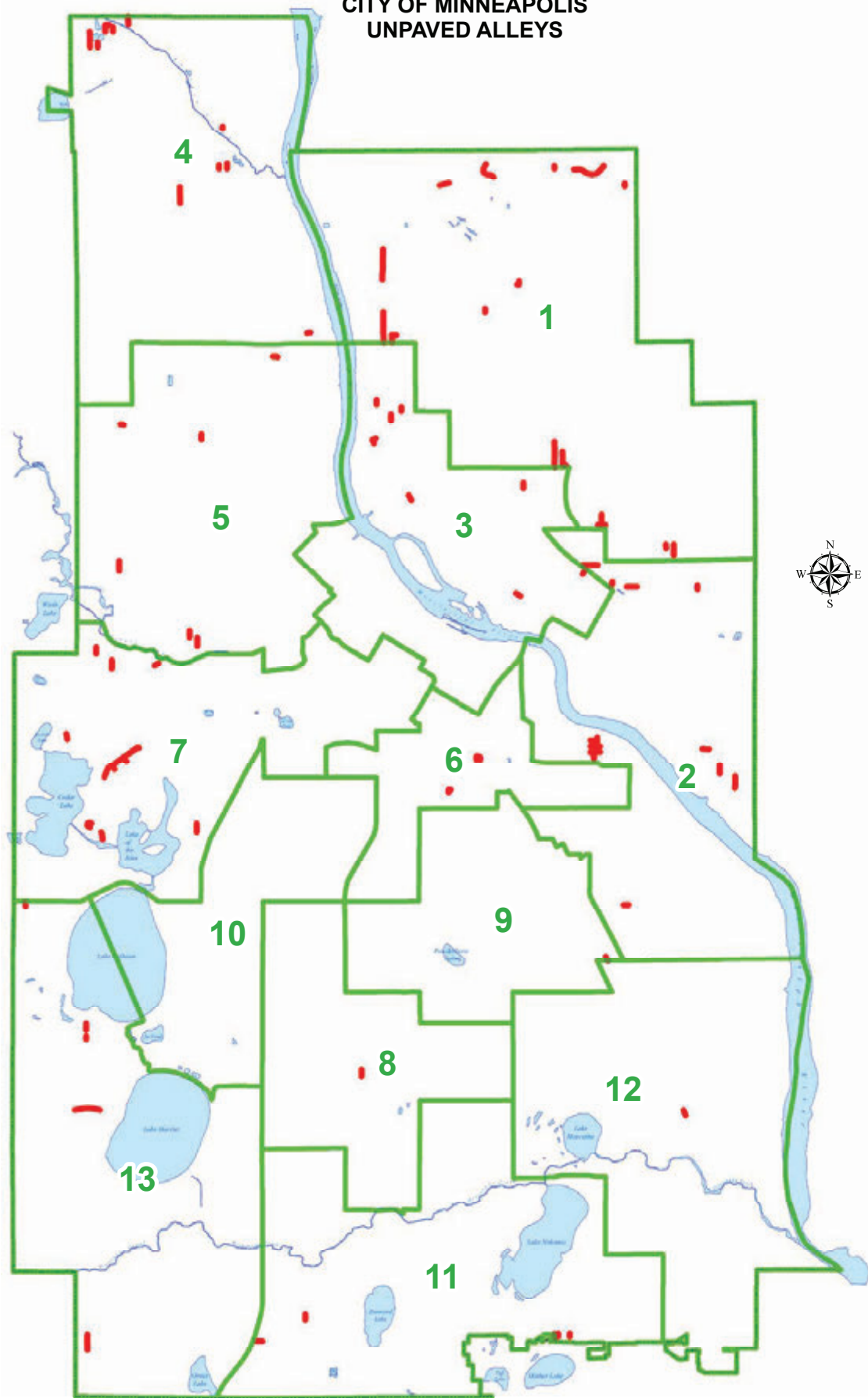
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing alley pavement construction program; funding allocations per year can be flexible and could result in more or less alley construction as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the public.

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

Permanently paving these alleys corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these alleys.

CITY OF MINNEAPOLIS UNPAVED ALLEYS



0 0.25 0.5 1 1.5 2

January 27, 2017

Project Title: PV074 CSAH & MnDOT Cooperative Projects

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Donald Pflaum

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/16/22

Department Priority: 4 of 64

Contact Phone Number: (612) 673-2129

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 primarily consist of the reconstruction or rehabilitation of street segments, bridges, pathways, or streetscapes. Oftentimes projects funded this program are funded through a variety of funding sources.

A large portion of the Hennepin County State-Aid Highways (CSAH) system was constructed in the mid to late 1950s and is at or past the end of their serviceable lives. Streets in the system are exhibiting signs of severe deterioration, which requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. County streets also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes. These are typically reconstruction projects involving the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable.

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 is primarily intended to reconstruct deteriorated streets within the CSAH system, while also providing an opportunity to improve multi-modal facilities to accommodate all users and modes. 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.

The current cooperative projects program includes: Transit Access & Lake St Phase IV, Glenwood Ave, Penn Ave N, Webber Parkway, and Lake Street Station Area Improvements.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid	255	1,000					1,000	
Net Debt Bonds	9,475	3,410	1,700	1,730	1,300	1,000	9,140	500
Other Local Govts	1,270	3,050					3,050	
Sanitary Revenue	225	600	600	600			1,800	
Special Assessments	8,120	1,590	345	570	500	300	3,305	300
Stormwater Revenue	1,165	85					85	
Total	20,510	9,735	2,645	2,900	1,800	1,300	18,380	800

Project Title: PV074 CSAH & MnDOT Cooperative Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	750	204	230	130	80	1,394
Construction Costs	8,521	2,315	2,532	1,584	1,158	16,110
General Overhead	464	126	138	86	62	875
Total	9,735	2,645	2,900	1,800	1,300	18,380

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 MnDOT. Typically, Hennepin County or MnDOT is 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.

Each project scope is identified by the lead agency, coordinated with the City, and may include 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.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency and may include projects on existing or planned transitways, transit routes, or high-volume pedestrian corridors.

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

Each project scope is identified by the lead agency and coordinated with the City. Each project scopes is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

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

Each project scope is identified by the lead agency and coordinated with the City. Each project scopes is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects are within constrained corridors that require innovative design solutions.

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? Yes

Prior Year Remaining Bond Authorizations: \$2,078,686

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:

Hennepin County and MnDOT have funded projects within their capital programs. This is an ongoing program that covers various cooperative roadway projects with Hennepin County and MnDOT. In order for these projects to be completed, Minneapolis must contribute with funds to match the timing these projects. Typically this program is composed of large multi-year projects where funding has been spread across multiple years to match the timing and delivery of the project.

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

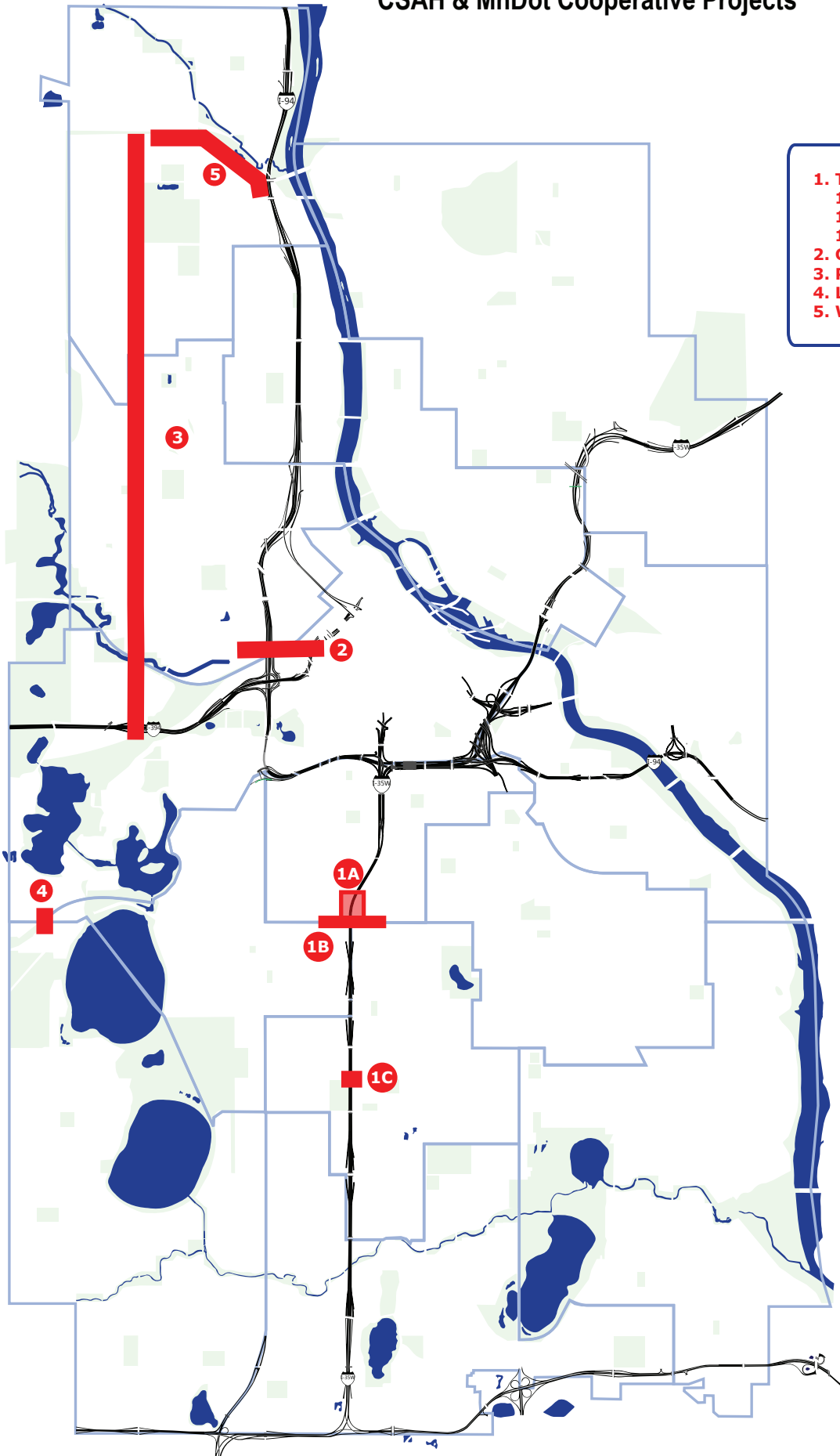
Not Applicable

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:

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. Transit Access
- 1A. I-35W/Lake St Interchange
- 1B. Lake Street
- 1C. 40th Street
- 2. Glenwood Avenue
- 3. Penn Avenue North
- 4. Lake Street Station Connections
- 5. Webber Parkway

Capital Budget Request

Project Title: PV075 Development Infrastructure Program

Project Location: Various Locations

City Sector: Citywide

Project Start Date: 4/15/18

Submitting Department: CPED

Contact Person: David Frank

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/22

Department Priority: 22 of 64

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	500	500	500	500	500	500	2,500	500
Special Assessments								
Transfer from General Fund	500							
Total	1,000	500	500	500	500	500	2,500	500

Project Title: PV075 Development Infrastructure Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	50	50	50	50	50	250
Construction Costs	426	426	426	426	426	2,131
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:

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 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.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and 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.

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

Project Title: PV075 Development Infrastructure 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.

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.

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

This program looks at all aspects of the right of way, including upgraded pedestrian facilities and possible bicycle and transit facilities.

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

The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

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?

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

Any Prior Year Remaining Bond Authorizations? Yes

Project Title: PV075 Development Infrastructure Program

Prior Year Remaining Bond Authorizations: \$3,429,756

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:

Ongoing projects that are being funded from this program and remaining fund allocations include the following: 4th Street SE (Green 4th) - \$1.3M; Nicollet Reopening land purchase - \$500,000; and the Upper Harbor Terminal - \$575,000.

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:

While this budget request shows that this program implements many of the goals and policies contained in the comprehensive plan, it should also be noted that in many cases these projects are also referenced in related small area plans or community development framework plans. These projects often require long lead times for planning, collaborative project coordination and financial planning and when complete, these projects often need to proceed into the implementation phases at a much faster pace than would be afforded through the normal capital improvement programming process.

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: 11/15/19

Department Priority: 25 of 64

Contact Phone Number: (612) 673-3274

Project Description:

This project will reconstruct approximately 1.25 miles of 34th Avenue S (MSA route 247) from 58th 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. 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. Sidewalk will be replaced as necessary to provide ADA compliant pedestrian facilities.

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. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year. The poor condition of the roadway is primarily the result of the joint failures, requiring a significant amount of maintenance resources.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid		5,330					5,330	
Net Debt Bonds	0	540					540	
Special Assessments	0	1,440					1,440	
Stormwater Revenue		490					490	
Transfer from General Fund		2,105					2,105	
Transfer from Stormwater Fund		620					620	
Total	0	10,525					10,525	

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	2,238					2,238
Construction Costs	7,786					7,786
General Overhead	501					501
Total	10,525					10,525

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

- 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: PV087 34th Ave S (54th St E to Minnehaha Pkwy)

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.

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.

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:

The project will be designed using Minneapolis Complete Streets Policy and Access Minneapolis Design Guidelines.

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.

Yes. The corridor carries Metro Transit bus Routes 7,9 and 515 and is characterized as a pedestrian priority corridor. New lighting, curb extensions, pedestrian ramps that will benefit pedestrians are planned for the corridor. Several transit shelter modifications from Metro Transit are also planned to be included.

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

Project Title: PV087 34th Ave S (54th St E to Minnehaha Pkwy)

details.

New lighting, curb extensions, pedestrian ramps that will benefit pedestrians are planned for the corridor. Several transit shelter modifications from Metro Transit are also planned to be included.

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

Yes, the right-of-way is constrained within the project area; however, there is sufficient right-of-way width to accommodate the pedestrian and vehicle needs. No bike facility is planned along 34th Ave S.

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? (12,500)

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.

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. The current street maintenance expenditure is estimated at approximately \$10,000 per mile for a commercial/MSA type of roadway. This project is approximately 1.25 miles which is \$12,500 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:

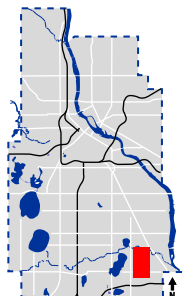
Public works anticipates preliminary design in 2016 and in 2017, detailed design in 2017, and reconstruction work to be completed in 2018

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 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:

34th Ave S Reconstruction



Capital Budget Request

Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)

Project Location: Technology Dr from 37th Ave NE to Marshall St NE

City Sector: East

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Steven Hay

Level of Need: Important

Affected Wards: 1

Affected Neighborhood(s): Columbia Park

Estimated Project Completion Date: 11/15/21

Department Priority: 63 of 64

Contact Phone Number: (651) 673-3884

Project Description:

The proposed project will reconstruct approximately 0.2 miles of Technology Dr between 37th Ave NE and Marshall St NE. This low volume corridor has an average daily traffic count of 837 vehicles per day (last counted in 2012). Currently, the existing corridor includes two traffic lanes and two parking lanes. There are no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial and provides truck access to loading docks on the east side of Technology Dr. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1958 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 16 in 2010. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2020 PCI estimate will be nearing zero. Technology Dr has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					1,050		1,050	
Special Assessments					455		455	
Total					1,505		1,505	

Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				390		390
Construction Costs				1,043		1,043
General Overhead				72		72
Total				1,505		1,505

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.

Transportation 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.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

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.

Public Services and 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.

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 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:

The Above the Falls Master Plan Update, Transportation recommendation 16 states "Reconstruct Technology Drive and other industrial streets as needed to provide access to important office and industrial development sites."

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.

No, there are no transit routes on Technology Dr. While this is not a high volume pedestrian corridor, implementation of sidewalks and ADA compliant ramps will improve access and connectivity to the corridors that connect and provide access to transit stops (Metro Transit Route 11).

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

Yes, providing sidewalks and ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of Technology Dr. is 66 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no sidewalks or boulevards along the corridor. The area along the project corridor is predominantly commercial-industrial and primarily provides access for trucks and employees to properties along Technology Dr.

Operations & Capital Asset Maintenance:

Project Title: PV092 Technology Dr (37th Ave NE to Marshall S NE)

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? (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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .2 miles, the estimated annual cost to maintain this roadway is \$2,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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 or earlier, completing a design in 2019 and reconstruction in 2020.

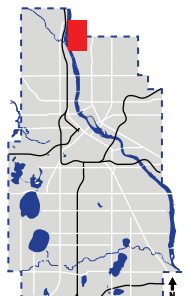
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Technology Drive





Capital Budget Request

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: 4/16/19

Submitting Department: Public Works

Contact Person: Chris Engelmann

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/19

Department Priority: 35 of 64

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 removal and replacement of the sidewalk, pavement, subgrade, curb and gutter, bikeway, and driveways.

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 was 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 carries an estimated 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid			5,945				5,945	
Net Debt Bonds			2,575				2,575	
Special Assessments			1,440				1,440	
Transfer from Stormwater Fund			470				470	
Total			10,430				10,430	

Project Title: PV095 4th St N & S (2nd Ave N to 4th Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		1,107				1,107
Construction Costs		8,827				8,827
General Overhead		497				497
Total		10,430				10,430

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? Maintains existing tax base

Describe the economic development impact of the project:

Reconstruction of 4th Street supports ongoing redevelopment in the North Loop, Nicollet Mall, and Downtown East areas. It's function as a connection between these areas and as a pathway to and from downtown for 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?

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 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 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 high pedestrian activity because of its location in the core of downtown, including direct access to the Federal Courthouse, 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 bikeway, sidewalk and transit service 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? 2019

What is the estimated annual operating cost increase or (decrease) for this project? (4,500)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$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 street. 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:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

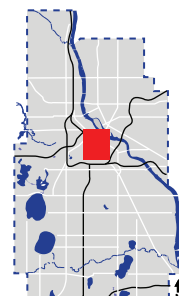
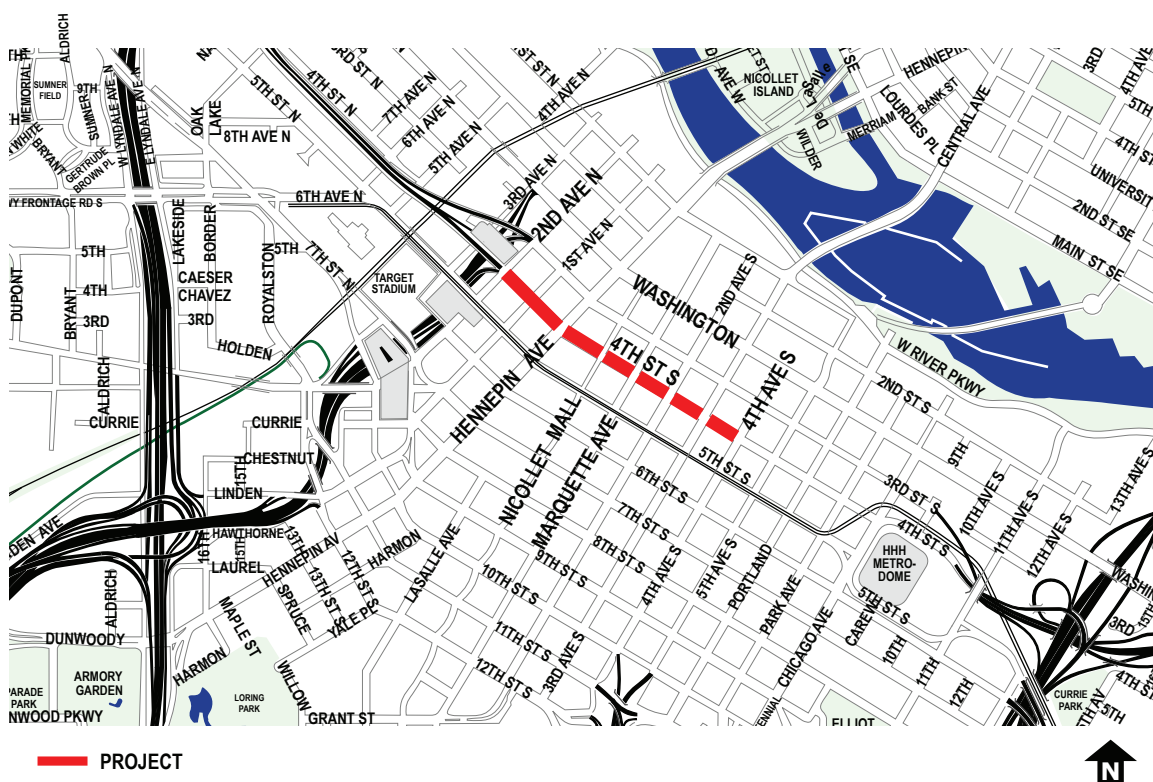
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works began preliminary design and public involvement in early 2017 and intends on completing detailed design in fall of 2017, with reconstruction starting 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 two year construction project. Spreading the construction over a larger number of years will decrease 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: 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: Meseret Wolana
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Logan Park
Estimated Project Completion Date: 12/3/18
Department Priority: 29 of 64
Contact Phone Number: (612) 673-3527

Project Description:

This project includes the installation of a new protected bicycle facility between 6th St NE and Washington St NE along 18th Ave NE. This segment was postponed when the 18th Ave NE multi-use trail was built between Marshall St NE and Monroe Ave NE 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 Ave NE Trail connects the Mississippi River to the Northeast Diagonal Trail. The 18th Ave NE trail is the primary east-west trail connection through Northeast Minneapolis.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		645					645	
Total		645					645	

Project Title: PV097 18th Ave NE Trail Gap**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	235					235
Construction Costs	380					380
General Overhead	31					31
Total	645					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:

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

Project Title: PV097 18th Ave NE Trail Gap

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.

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 Ave NE as a critical connection for bicyclists between Northeast Minneapolis 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

Project Title: PV097 18th Ave NE Trail Gap

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:

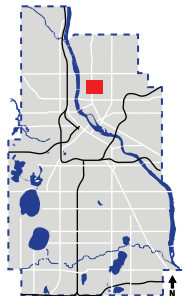
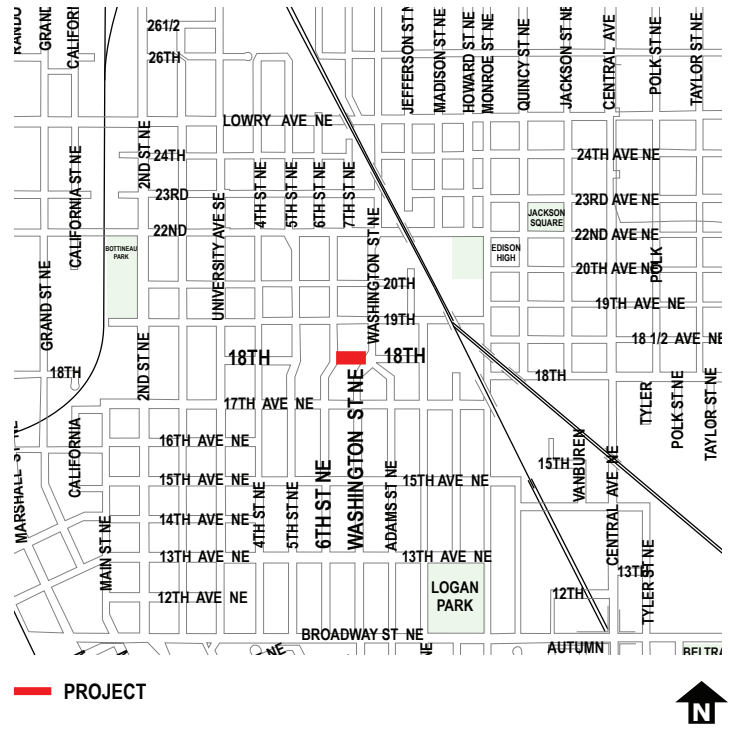
Not Applicable

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 Northeast Minneapolis from Stinson Blvd NE to Marshall St 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: Meseret Wolana

Level of Need: Significant

Affected Wards: 9

Affected Neighborhood(s): Longfellow

Estimated Project Completion Date: 12/3/18

Department Priority: 28 of 64

Contact Phone Number: (612) 673-3527

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		1,355					1,355	
Total		1,355					1,355	

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	278					278
Construction Costs	1,013					1,013
General Overhead	65					65
Total	1,355					1,355

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

Project Title: PV098 Hiawatha Trail Gap (28th to 32nd St E)

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.

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, materials, contracts, energy savings, etc:

Trail maintenance has been determined to cost \$3.50 per linear foot. This project is a half mile in length so the estimated cost is \$9,240 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

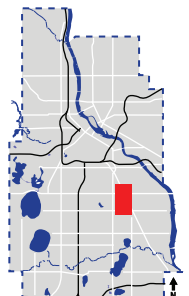
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Preliminary design and public involvement will begin in 2017, a design will be completed in 2017 and construction will begin 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 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:



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: 4/15/18

Submitting Department: Public Works

Contact Person: Beverly Warmka

Level of Need: Significant

Affected Wards: 13

Affected Neighborhood(s): Windom

Estimated Project Completion Date: 11/15/18

Department Priority: 27 of 64

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 on Municipal State Aid (MSA) Route 276 with an Average Daily Traffic of 3,350 vehicles per day (2015 traffic count). This segment is approximately 0.5 miles long with 2 travel lanes and 2 parking lanes. Reconstruction of this roadway encompasses the entire right-of-way, including the complete removal and replacement of the driving surface, curb and gutter, new sidewalks, ADA pedestrian ramps, and utility improvements. This roadway serves a neighborhood with primarily commercial and industrial properties.

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 patching to maintain a safe driving surface. This segment of 61st St W has a pavement surface that is beyond its expected useful life, and this project provides an opportunity to also address ADA curb ramps and sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid		685	0	0			685	
Special Assessments		1,460		0			1,460	
Stormwater Revenue		255	0	0			255	
Transfer from General Fund		975					975	
Transfer from Self Ins Fund		1,320					1,320	
Transfer from Stormwater Fund		250	0	0			250	
Total		4,945	0	0			4,945	

Project Title: PV103 61st St W (Lyndale Ave S to Nicollet Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,565					1,565
Construction Costs	3,145					3,145
General Overhead	235					235
Total	4,945					4,945

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.

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:

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.

Project Title: PV103 61st St W (Lyndale Ave S to Nicollet Ave S)

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. The commercial and industrial properties in the area will require access for large trucks, and this project will need to accommodate these vehicles in addition to automobiles and pedestrians.

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? (5,000)

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:

This project decreases maintenance expenses by improving the quality of the existing pavement by replacing an aged driving surface with a new one. The current street maintenance expenditure is estimated at approximately \$10,000 for a mile of commercial/MSA type of roadway. At 0.5 miles long, the annual cost to maintain this roadway is \$5,000.

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

Not Applicable

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

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:

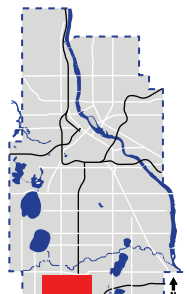
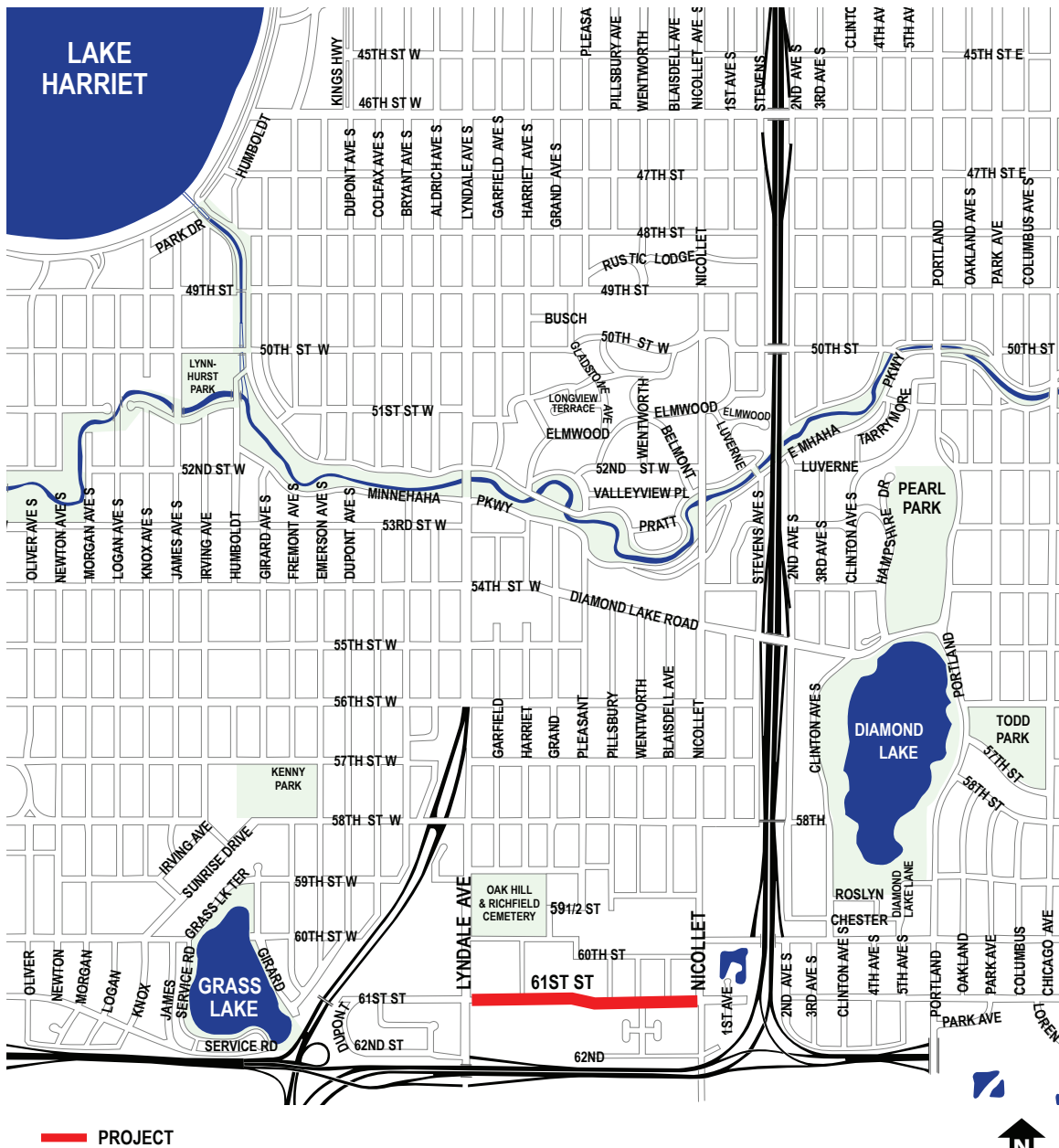
Public Works anticipates beginning preliminary design and public involvement in 2017, completing design in 2017, and reconstructing in 2018.

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 in one year. Spreading the construction over two or more years would decrease 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 commercial character of the area which helps preserve existing property values and enhances the City's tax base.





Capital Budget Request

Project Title: PV104 ADA Ramp Replacement Program

Project Location: Various locations throughout the City
City Sector: Citywide
Project Start Date: 4/18/18
Submitting Department: Public Works
Contact Person: Bill Fellows
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 12/1/22
Department Priority: 8 of 64
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. This program is separate from the work programmed within SWK01, which addresses deficiencies in the nearly 2,000 miles of sidewalks in Minneapolis and addresses non-compliant sidewalk corners when adjacent to the sidewalk replacement work funded through that program.

Purpose and Justification:

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity."
 (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	2,245	500	500	500	500	500	2,500	500
Total	2,245	500	500	500	500	500	2,500	500

Project Title: PV104 ADA Ramp Replacement Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	35	35	35	35	35	175
Construction Costs	441	441	441	441	441	2,206
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:

The following Comprehensive Plan goals and policies also pertain to this project:

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

Project Title: PV104 ADA Ramp Replacement Program

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.

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 10.16: 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:

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:

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

Project Title: PV104 ADA Ramp Replacement Program

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:

There is no net change in the annual operating budget.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

Minneapolis completed a self-assessment of 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 and the number of ramps that can be addressed each year which is dependent upon the amount of funding per year. Minneapolis is required to upgrade all non-compliant and/or deficient curb ramps; more funding per year allows the City to make greater progress toward this commitment. However, there is a limit to the amount of work that can be reasonably accomplished annually based on availability of labor, coordination efforts, and weather-related constraints.

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 ramp improvements help to complete a corridor and provide access to the sidewalk network, which helps preserve property values and the city's tax base.

Intersection:300

58TH ST W(RES) at THOMAS CIR S(RES)

Corner 87 (NW): 2012-08-26



Corner 81 (NE): 2012-08-26



Location	67(Right)	67(Center)	71(Left)
Width	48		
Ramp Slope	9.88		
Flare Slope R	13.20		
Flare Slope L	10.64		
Texture	Smooth Conc		
Lip/STC	N		
Signal	N		
Ped. Light	N		
Push Button	N		

Location	81(Right)	81(Center)	1(Left)
Width	38		
Ramp Slope	6.50		
Flare Slope R	6.82		
Flare Slope L	9.25		
Texture	Smooth Conc		
Lip/STC	N		
Signal	N		
Ped. Light	N		
Push Button	N		

Corner 45 (SW): 2012-08-26

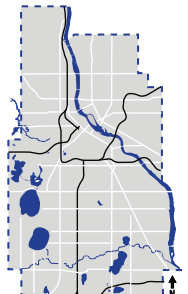


Corner 23 (SE): 2012-08-26



Location	4(Right)	45(Center)	5(Left)
Width	50		
Ramp Slope	7.07		
Flare Slope R	8.81		
Flare Slope L	12.36		
Texture	Smooth Conc		
Lip/STC	N		
Signal	N		
Ped. Light	N		
Push Button	N		

Location	2(Right)	23(Center)	3(Left)
Width	41		
Ramp Slope	8.19		
Flare Slope R	6.65		
Flare Slope L	14.74		
Texture	Smooth Conc		
Lip/STC	N		
Signal	N		
Ped. Light	N		
Push Button	N		



Project Title: PV108 Concrete Streets Rehabilitation Program

Project Location: Various locations in the City of Minneapolis
City Sector: Citywide
Project Start Date: 3/1/18
Submitting Department: Public Works
Contact Person: Joe Casey
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 12/1/22
Department Priority: 6 of 64
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 136 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 was proposed to extend the life of existing concrete streets, reduce maintenance costs, and postpone the need to reconstruct these streets.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	900	3,809	4,326	4,752	5,187	5,630	23,704	3,500
Special Assessments	110	500	500	500	500	500	2,500	500
Total	1,010	4,309	4,826	5,252	5,687	6,130	26,204	4,000

Project Title: PV108 Concrete Streets Rehabilitation Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	430	480	520	560	610	2,600
Construction Costs	3,674	4,116	4,482	4,856	5,228	22,356
General Overhead	205	230	250	271	292	1,248
Total	4,309	4,826	5,252	5,687	6,130	26,204

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

- 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

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:

Centerpoint Energy has a program to upgrade residential gas meters. A large number of the properties require upgrades are located within neighborhoods with concrete streets. The work with Centerpoint and other City utilities will be coordinated to minimize disruptions after project completion.

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

This program primarily addresses residential streets which are not generally identified as bicycle routes. The project will coordinate with bicycle route improvements.

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

This program primarily addresses residential streets which are generally not on transit routes or high-volume pedestrian corridors.

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

The scope of this program is for concrete street rehabilitation. Pedestrian curb ramps directly impacted by construction will be replaced. When bicycle facilities are completed in coordination with a concrete street rehabilitation project, the funding is typically from a separate source.

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

The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.

Operations & Capital Asset Maintenance:

Project Title: PV108 Concrete Streets Rehabilitation Program

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? Yes

Prior Year Remaining Bond Authorizations: \$388,930

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.

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 2017 appropriation is being utilized to rehabilitate concrete streets within the Waite Park Neighborhood. It is anticipated that all 2017 and any remaining appropriations will be utilized.

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

Not Applicable

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

The concrete rehabilitation program is utilizing rolling construction in that the physical work can be scaled to meet available appropriations. If appropriations are decreased, there is a risk that the work will become less attractive for prospective contractors.

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: 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: 4/15/21
Submitting Department: Public Works
Contact Person: Bill Fellows
Level of Need: Important

Affected Wards: 10
Affected Neighborhood(s): Lowry Hill East
Estimated Project Completion Date: 12/1/21
Department Priority: 47 of 64
Contact Phone Number: (612) 673-5661

Project Description:

This multi-phase project involves the reconstruction of 29th Street W between Emerson Avenue S and Lyndale Avenue S. Phase 1, between Bryant Avenue S and Lyndale Avenue S was constructed in 2016. 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 includes 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; 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 to enhance the pedestrian environment, with opportunity for programmed events. Vehicles are permitted, but must travel at slow speeds. 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. Curb and gutter is typically non-existent or in very poor condition. Sidewalks are only located on the south side of the street. There are several new developments in this area and the population density has increased greatly over the last five years. An emphasis will be placed on improving the pedestrian environment. A community led process was conducted in 2014 and involved three public meetings to determine that a shared use street concept (sometimes called a "woonerf") should be implemented with opportunity for 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 may 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds				0	1,785		1,785	
Special Assessments				0	330		330	
Total				0	2,115		2,115	

Project Title: PV113 29th St W Phase 2

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				325		325
Construction Costs				1,689		1,689
General Overhead				101		101
Total				2,115		2,115

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: 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.

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 occurred over the past 10 years, but additional opportunities remain. The project supports local transportation and livability improvements consistent with redevelopment efforts.

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

Possibly. However, even without the project, there are likely redevelopment opportunities that would still be feasible. Redevelopment immediately adjacent to the site is anticipated. Completing this project will make it easier for residents of redeveloped properties better access business establishments along Lake Street and Lyndale Avenues.

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.

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 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,

Project Title: PV113 29th St W Phase 2

is there potential for innovative design options? Provide details

There is only a 40 foot wide right-way for this corridor. There is a potential for innovative design to support multiple modes of transportation.

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 \$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 funded, the new infrastructure costs will need to be funded with existing operations funding. Enhancements will need to be funded by adjacent property owners.

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:

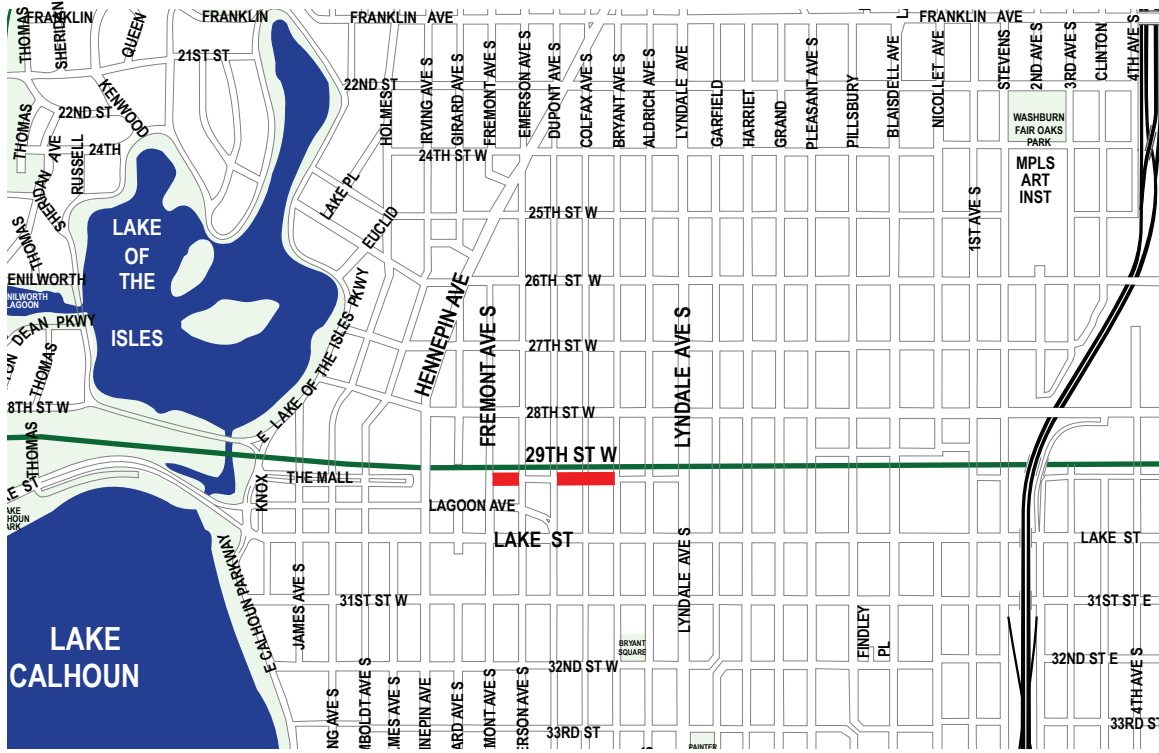
Not Applicable

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:

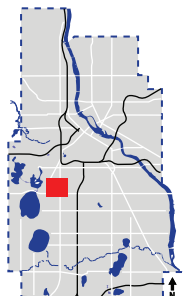
This project will be constructed in one construction season, so it is recommended that the funding stay in the 2020 program year.


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:

Land uses have been transitioning from industrial to residential in this area. The local street and other public infrastructure is in poor condition and warrants reconstruction. Based on community engagement to date there is a desire to improve upon existing conditions.



PROJECT



	<p>29th Street West - Phase 2 Fremont to Emerson, Dupont to Bryant</p> <p>Contact: Bill Fellows 612-673-5661</p>	<p>Proposed: 2021</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: Adam Hayow

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 10/31/19

Department Priority: 34 of 64

Contact Phone Number: (612) 673-2172

Project Description:

The 2.6 mile long project will convert existing on-street bicycle 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 (MSA 233), Rollins Ave (MSA 275) 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 17th Ave SE established at an existing roadway diverter. The bikeway will be a bicycle boulevard design along the residential local street portion of Rollins Ave and 18th Ave. At Como Ave, 18th Ave SE (MSA 306) becomes a collector roadway with 5,300 vehicles per day. This 2-block segment will be designed as a protected bikeway, bicycle 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 (CSAH 5) to 5th St SE along 10th Ave SE (MSA 328), 19th Ave S (MSA 328), and 20th Ave S (MSA 282). 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 one 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 bicycle lane. The bicycle demand around the U of M is high, but there are few low-stress bikeway facilities such as trails, bicycle boulevards, and lower-traffic streets to provide the necessary connections. Not everyone feels comfortable and safe riding on a busy street, even with a bicycle 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants			1,030				1,030	
Net Debt Bonds			955				955	
Total			1,985				1,985	

Project Title: PV114 U of M Protected Bikeways

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		487				487
Construction Costs		1,403				1,403
General Overhead		95				95
Total		1,985				1,985

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 Regional Solicitation Program. A total of \$955,000 of federal funding has been awarded to this project for construction in 2019.

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:

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.

Project Title: PV114 U of M Protected Bikeways

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 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:

The location and review was approved on 6/4/16.

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? 153,400

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:

Project Title: PV114 U of M Protected Bikeways

Operating costs are \$59,000 per year per mile (\$153,400 per year for this project) based on the actual costs of a pilot project. The \$59,000 per year per mile cost includes winter maintenance, signage, striping, sweeping, and bollard replacement. This amount will need to be funded as part of the Street Department budget.

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

Additional operating dollars will need to be appropriated 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:

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 completing preliminary design and public involvement in 2017. Final design will be completed in 2018 and reconstruction in 2019.

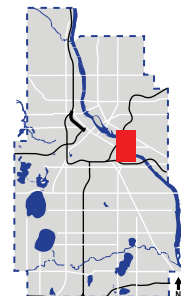
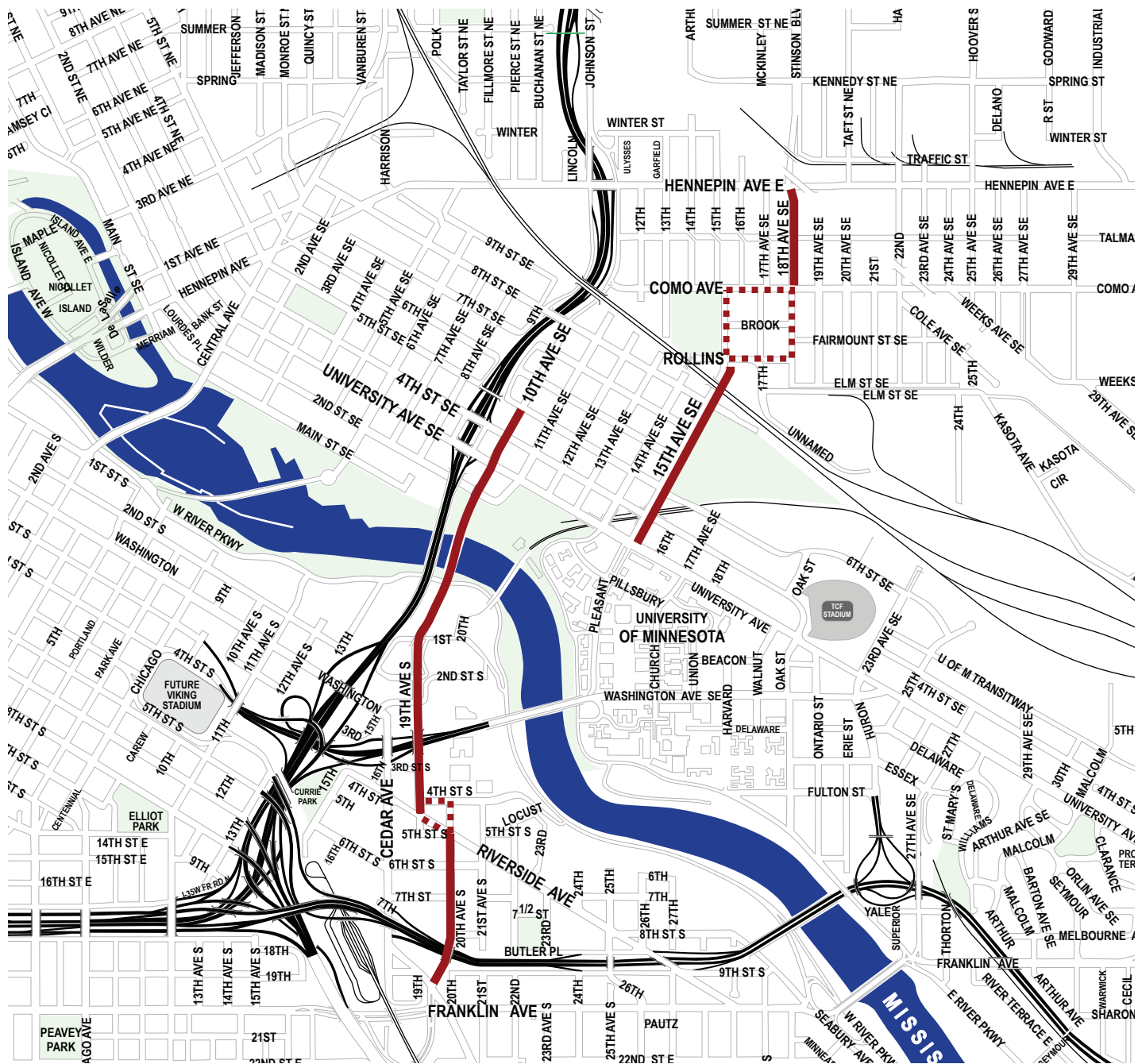
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Federal funding is 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.

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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: PV115 Emerson-Fremont Ave N Ped Enhancements

Project Location: Plymouth Ave to 44th Ave N

City Sector: North

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Adam Hayow

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 4/15/18

Department Priority: 24 of 64

Contact Phone Number: (612) 673-2172

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants			1,060				1,060	
Net Debt Bonds			2,475				2,475	
Total			3,535				3,535	

Project Title: PV115 Emerson-Fremont Ave N Ped Enhancements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		802				802
Construction Costs		2,565				2,565
General Overhead		168				168
Total		3,535				3,535

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 in federal funding through the Pedestrian Facilities category of the Metropolitan Council's Regional Solicitation.

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:

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

Project Title: PV115 Emerson-Fremont Ave N Ped Enhancements

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.

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.

5.4.3 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 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

10.9.4 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.

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

The project was approved for Location & Design Review on 6/4/15. No further review is needed.

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 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

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:

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

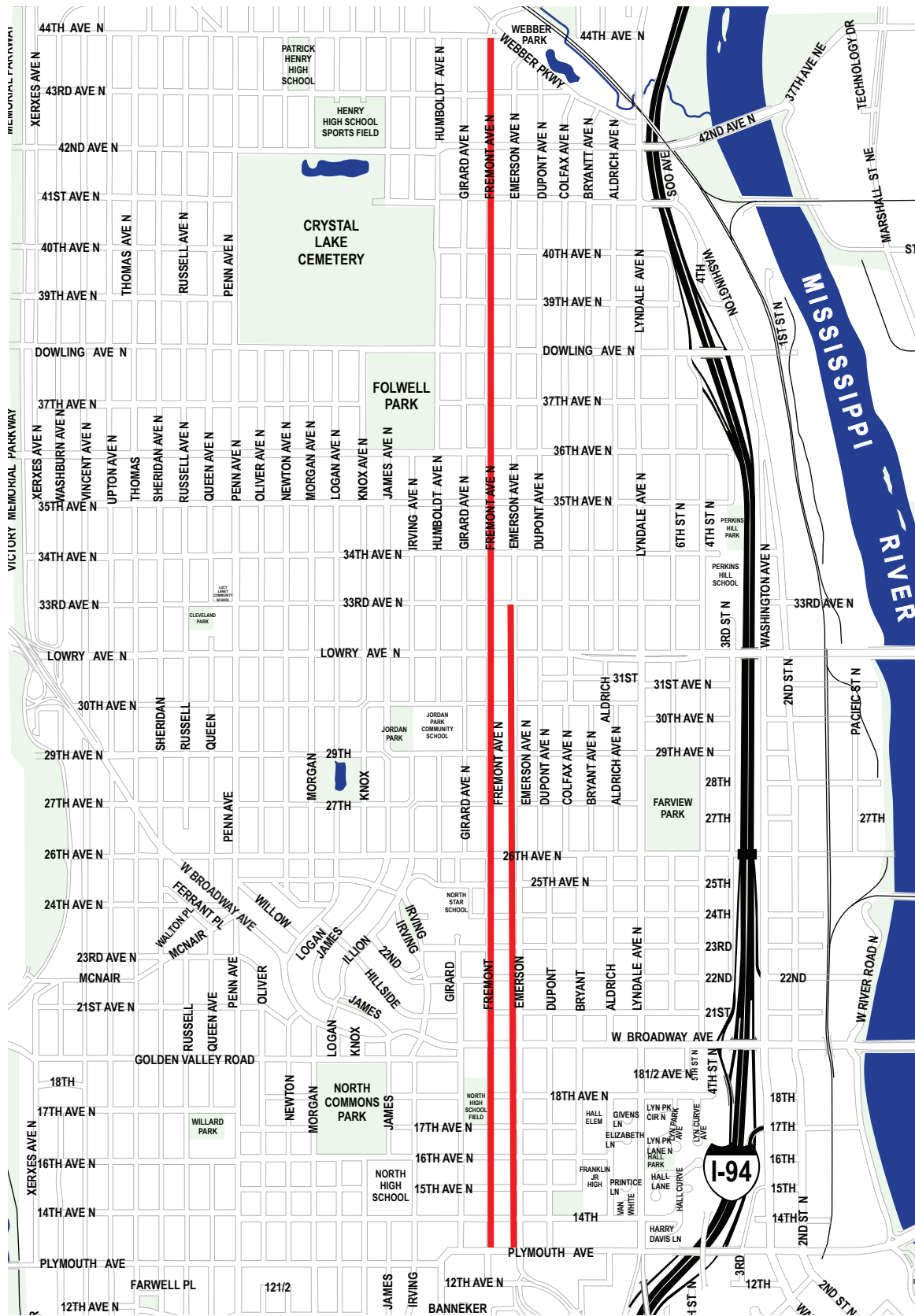
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public works anticipates completing preliminary design and public involvement in Spring 2017. Final design will be completed in 2017 and construction in 2018.

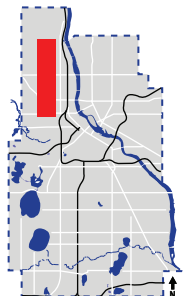
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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: Significant

Affected Wards: 3
Affected Neighborhood(s): North Loop
Estimated Project Completion Date: 12/2/19
Department Priority: 33 of 64
Contact Phone Number: (612) 673-2172

Project Description:

The North Loop Pedestrian Improvements project, located in the North Loop neighborhood and generally bounded by Plymouth Ave on the north, 1st Ave N on the south, the Mississippi River on the east, and 4th St N on the west, will improve intersections with a combination of curb extensions, pedestrian crossing medians, Accessible Pedestrian Signals (APS), ADA compliant curb ramps, durable crosswalk markings, street lighting, street furnishings, and upgrades to existing signals to add leading pedestrian intervals.

Purpose and Justification:

The project will improve safety for pedestrians and bicyclists by improving pedestrian and bicycle crossings at 22 intersections. These improvements are needed as a result of pedestrian and bicycle crashes in the project area. This project will improve access to the Cedar Lake Trail, Grand Rounds Regional Trails, and the nearby Target Field Station which connects to the 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants			1,060				1,060	
Municipal State Aid			1,390				1,390	
Net Debt Bonds			1,360				1,360	
Total			3,810				3,810	

Project Title: PV116 North Loop Pedestrian Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		990				990
Construction Costs		2,639				2,639
General Overhead		181				181
Total		3,810				3,810

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 in federal funding through the Pedestrian Facilities category of the Metropolitan Council's Regional Solicitation.

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

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- Infrastructure, public services and community assets support businesses and commerce
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Great Places: Natural and built spaces work together and our environment is protected

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- 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: PV116 North Loop Pedestrian Improvements

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.

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.

5.4.3 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 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

10.9.4 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.

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 as 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:

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. Several of the intersection treatments are located on routes in the Bicycle Master Plan including: 10th Ave N (bike lane), 5th Ave N (bike lane), 4th Ave N (bike lane), 3rd Ave N (bike lane), 1st Ave N (bike lane), and 2nd St N (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, the project area includes high volume pedestrian and transit corridors. Recent development in the North Loop has increased

Project Title: PV116 North Loop Pedestrian Improvements

the pedestrian and bicycle traffic and further the need for improvements.

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

Yes. The pedestrian environment will be enhanced with a combination of curb extensions, pedestrian crossing medians, Accessible Pedestrian Signals (APS), 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, the 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:

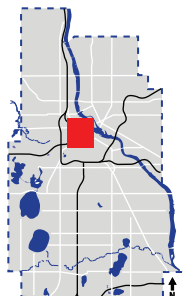
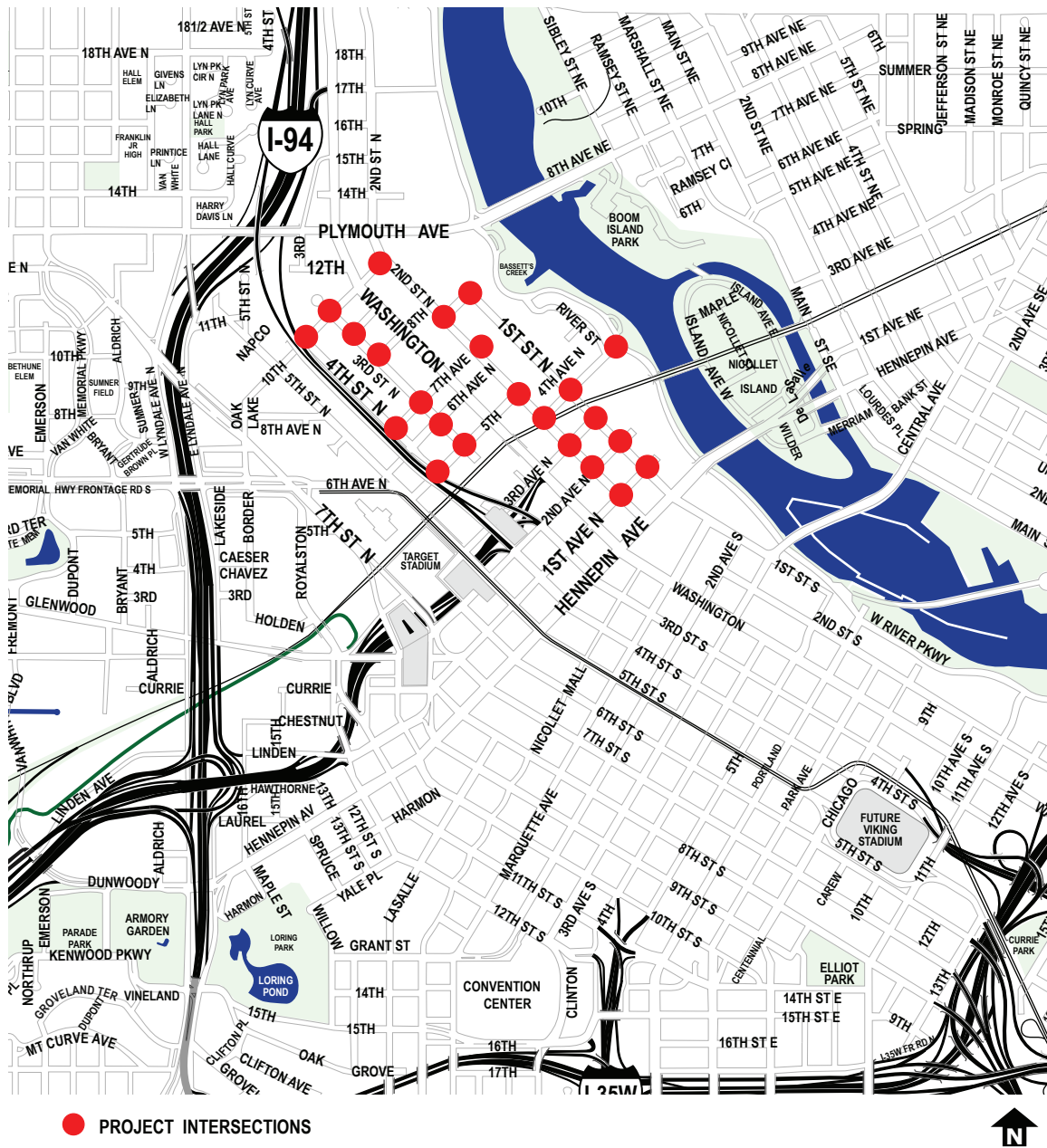
Public Works anticipates beginning preliminary design and public involvement in 2017 or earlier, completing a design in 2018 and construction in 2019.

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:

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: 4/15/18
Submitting Department: Public Works
Contact Person: Adam Hayow
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/2/18
Department Priority: 23 of 64
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 off-street 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 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants		3,460					3,460	
Municipal State Aid		585					585	
Special Assessments		2,570					2,570	
Stormwater Revenue		150					150	
Transfer from General Fund		490					490	
Transfer from Self Ins Fund		505					505	
Transfer from Stormwater Fund		125					125	
Water Revenue		60					60	
Total		7,945					7,945	

Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,923					1,923
Construction Costs	5,643					5,643
General Overhead	378					378
Total	7,945					7,945

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 in 2015 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
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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
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- 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:

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.

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 2.6: 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.

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 completed on 6-4-2015. No further 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 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 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

Project Title: PV117 Broadway St NE (Stinson Blvd to City Limits)

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 innovative design 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? 2018

What is the estimated annual operating cost increase or (decrease) for this project? (8,000)

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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimated annual cost to maintain this roadway is \$8,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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:

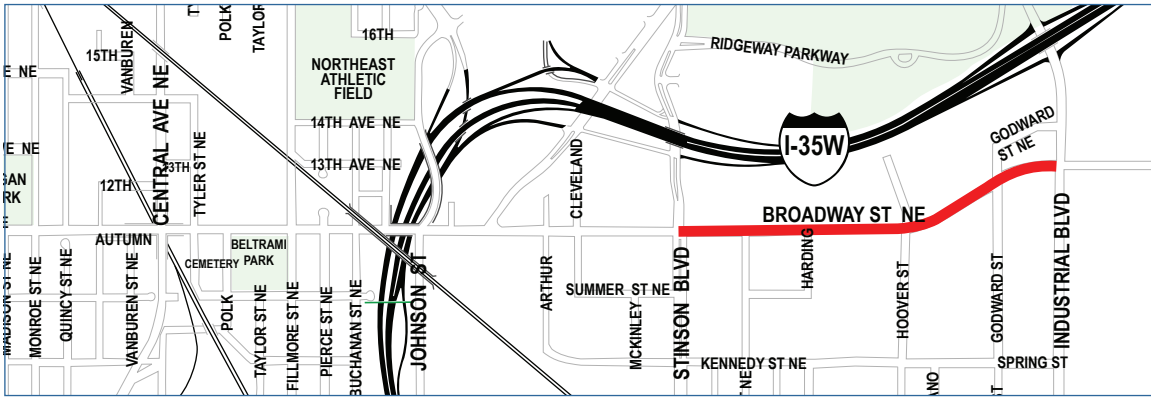
Public works completed preliminary design and public involvement in 2016. Final design will be completed in 2017 and reconstruction in 2018.

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:

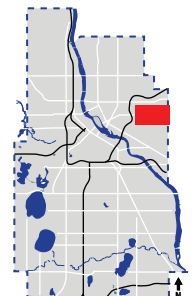
This project is anticipated to be completed in one construction year. Spreading the construction over two or more years decreases the cost effectiveness of the project. Due to federal funds being awarded, this project will need to be constructed in 2018.

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 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.



— PROJECT



Capital Budget Request

Project Title: PV118 Hennepin Ave (Wash 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 Engemann

Level of Need: Significant

Affected Wards: 7

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 12/1/21

Department Priority: 39 of 64

Contact Phone Number: (612) 673-3274

Project Description:

The proposed project is a complete reconstruction of Hennepin Ave from Washington Ave to 12th St S, approximately 0.75 miles. This section of Hennepin Ave is MSA Route 313. In 2014-2015, the average daily traffic on Hennepin Ave included 7,600 pedestrians, 8,100 transit riders, 1,300 bicyclists, and 15,600 to 18,600 motor vehicles. 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 two years.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants				7,000			7,000	
Municipal State Aid				246	711		957	
Net Debt Bonds				1,000	2,901		3,901	
Special Assessments				1,110			1,110	
Stormwater Revenue				250			250	
Transfer from General Fund				2,725			2,725	
Transfer from Special Revenue Funds				2,197			2,197	
Transfer from Stormwater Fund				850	500		1,350	
Total				15,378	4,112		19,490	

Project Title: PV118 Hennepin Ave (Wash Ave N to 12th St S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			2,849	768		3,617
Construction Costs			11,796	3,148		14,945
General Overhead			732	196		928
Total			15,378	4,112		19,490

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 was selected for federal transportation funds through the Metropolitan Council's Regional Solicitation process in January 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 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 (Wash 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 Ave reconstruction project, in addition to the wide variety of commercial, office, residential, and entertainment activity that already occurs in close proximity to the corridor. A high quality street that serves pedestrians, transit, bicyclists, and motorists is important to the economic health of this regional destination.

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

Reconstruction of the street will enhance desirable development areas adjacent to the project and support the economic health of uses present along the corridor.

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 Ave 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 Ave 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. The City supports a mix and intensity of uses that continue to foster the unique character of Hennepin Ave and the larger Warehouse District area.

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.

The project corridor is served by many Metro Transit local and express bus routes, with intersecting service provided on most cross streets. The Hennepin Ave corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project

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

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of Hennepin Ave between Washington Ave and 12th St ranges from 98 to 100 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly commercial with many restaurants and entertainment venues along the corridor.

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? (7,500)

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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is \$7,500.

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

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

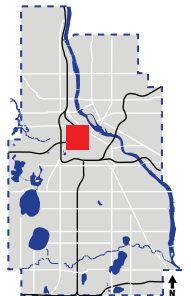
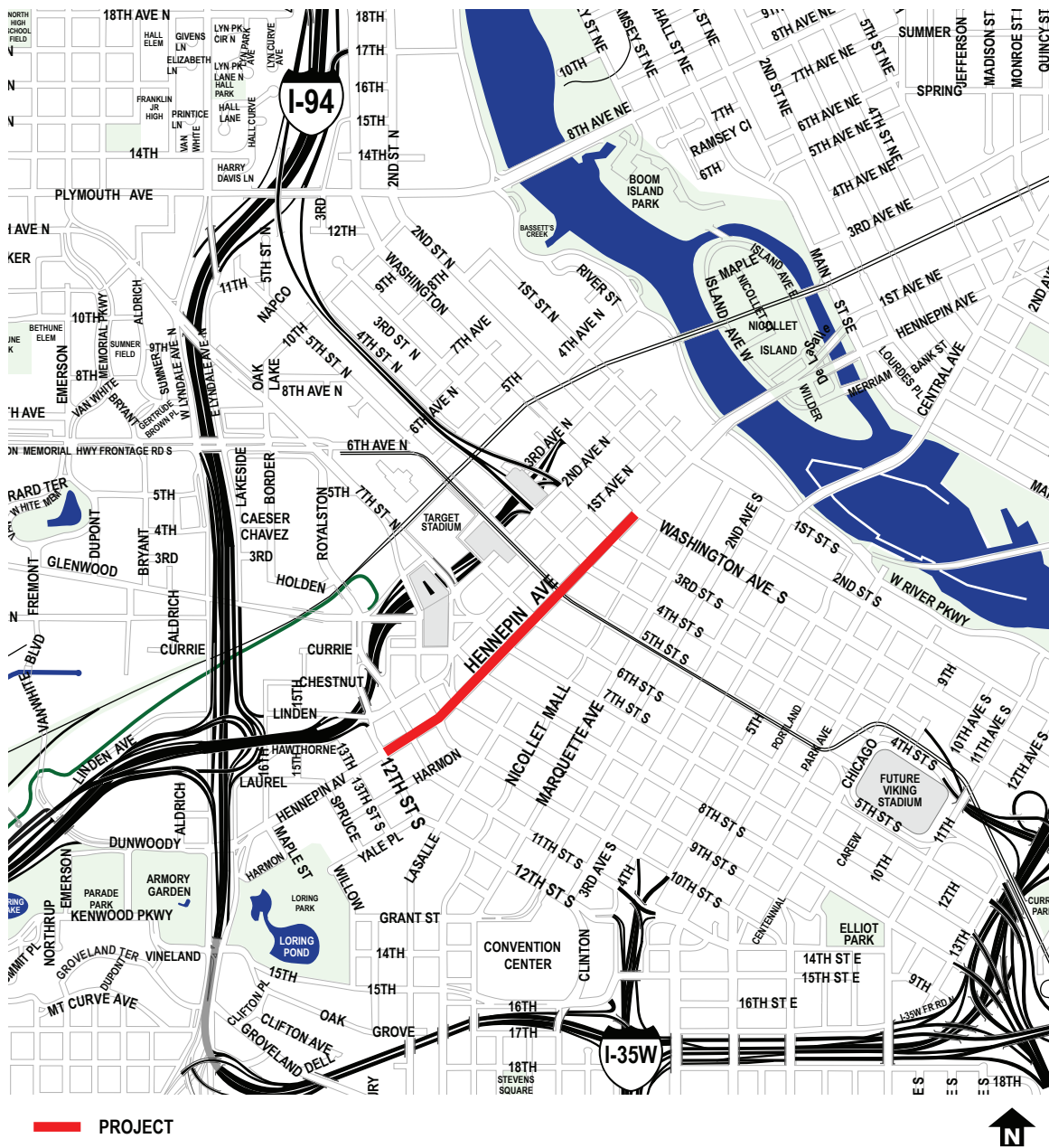
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works began preliminary design and public involvement in 2016, and expects to complete a design in 2018, with reconstruction 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 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 general public to know about this potential project and why it should be approved:



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: 4/15/18
Submitting Department: Public Works
Contact Person: Debra Jacobs
Level of Need: Significant

Affected Wards: 10
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/18
Department Priority: 26 of 64
Contact Phone Number: 612 673-2463

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 estimated daily traffic is 3,300 pedestrians and 200 bicycles. The Average Metro transit boardings and alightings total 1,657 per day. The Average Daily Traffic of vehicles 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, sidewalks, and will add boulevards and street lighting. 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 and is estimated to be 32 in 2017.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid		2,890			0		2,890	
Net Debt Bonds		65			0		65	
Special Assessments		1,025			0		1,025	
Transfer from General Fund		2,029					2,029	
Transfer from Self Ins Fund		1,021					1,021	
Transfer from Stormwater Fund		520					520	
Total		7,550			0		7,550	

Project Title: PV121 Hennepin Ave (Lake St W to 36th St W)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	2,268					2,268
Construction Costs	4,922					4,922
General Overhead	360					360
Total	7,550					7,550

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: 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 improve 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 redefine 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? 2018

What is the estimated annual operating cost increase or (decrease) for this project? (7,500)

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.

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:

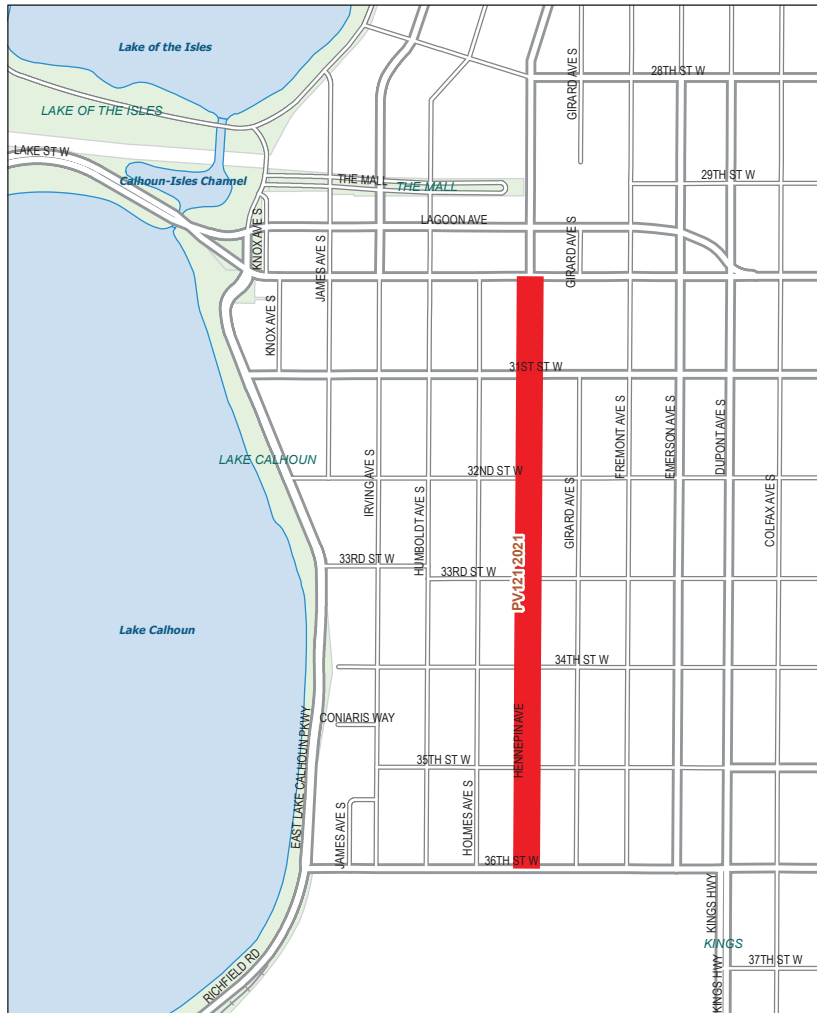
Not Applicable

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:

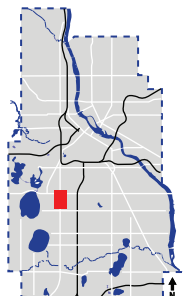
This project could be constructed over two years, however, the most efficient approach would be to build in one construction season.

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:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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



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: Debra Jacobs
Level of Need: Important

Affected Wards: 4
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/22
Department Priority: 53 of 64
Contact Phone Number: 612 673-2463

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, sidewalks and bicycle facilities.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					1,035		1,035	
Special Assessments					290		290	
Total					1,325		1,325	

Project Title: PV122 Dowling Ave (I-94 to 1st St N)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				218		218
Construction Costs				1,044		1,044
General Overhead				63		63
Total				1,325		1,325

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, this project is not on a currently existing or planned transitway, however, providing transit service to the redeveloped Upper Harbor Terminal area is a goal of that redevelopment. This section of Dowling Avenue is expected to be a medium to high volume pedestrian route providing pedestrian access from the North Minneapolis neighborhoods to the Upper Harbor Terminal.

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

Yes. This project will improve facilities for both pedestrians and bicyclists through pedestrian ramp improvements, addition of a boulevard along much of the corridor, and the addition of an on-street bikeway.

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

Yes, the right-of-way is somewhat constrained and the design will need to balance the needs of all modes to accommodate vehicles, pedestrians, and bicycles.

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? (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:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain an MSA type of roadway is estimated at \$10,000 per mile per year. Given the 0.25 mile project length, the resulting change in operating cost is approximately a net decrease of \$2,500 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:

This project is the first step in redeveloping the site

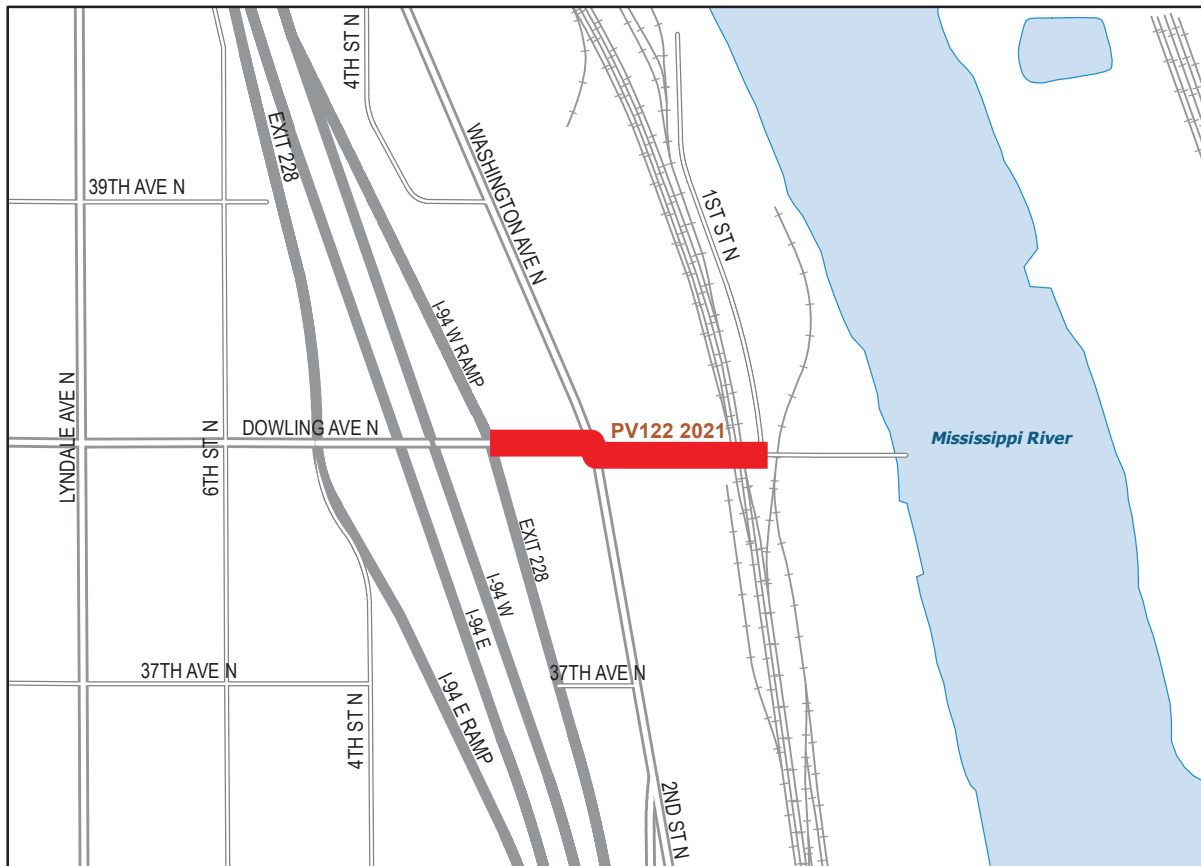
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the

Project Title: PV122 Dowling Ave (I-94 to 1st St N)

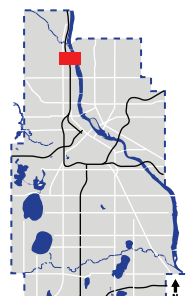
general public to know about this potential project and why it should be approved:

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.

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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 Location



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: Debra Jacobs
Level of Need: Important

Affected Wards: 3
Affected Neighborhood(s): Logan Park
Estimated Project Completion Date: 11/15/22
Department Priority: 50 of 64
Contact Phone Number: 612 673-2463

Project Description:

The proposed project is the complete reconstruction of several street segments in the Logan Park neighborhoods. These streets consist of heavily patched brick pavers and unpaved streets. These streets are primarily in the Logan Park Neighborhood, west of Central Avenue NE. 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
- Jackson Street NE – From Broadway Street to 12th Avenue
- Quincy Street NE – From Broadway Street to 15th Avenue
- Van Buren Street NE – 14th Avenue to 15th Avenue

Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 140-200 people walking, 80-330 people biking, and between 15,700 – 19,700 people driving per day.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					740		740	
Special Assessments					2,500		2,500	
Transfer from General Fund					3,410		3,410	
Total					6,650		6,650	

Project Title: PV123 Logan Park Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				2,608		2,608
Construction Costs				3,725		3,725
General Overhead				317		317
Total				6,650		6,650

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, 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? (7,500)

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.

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:

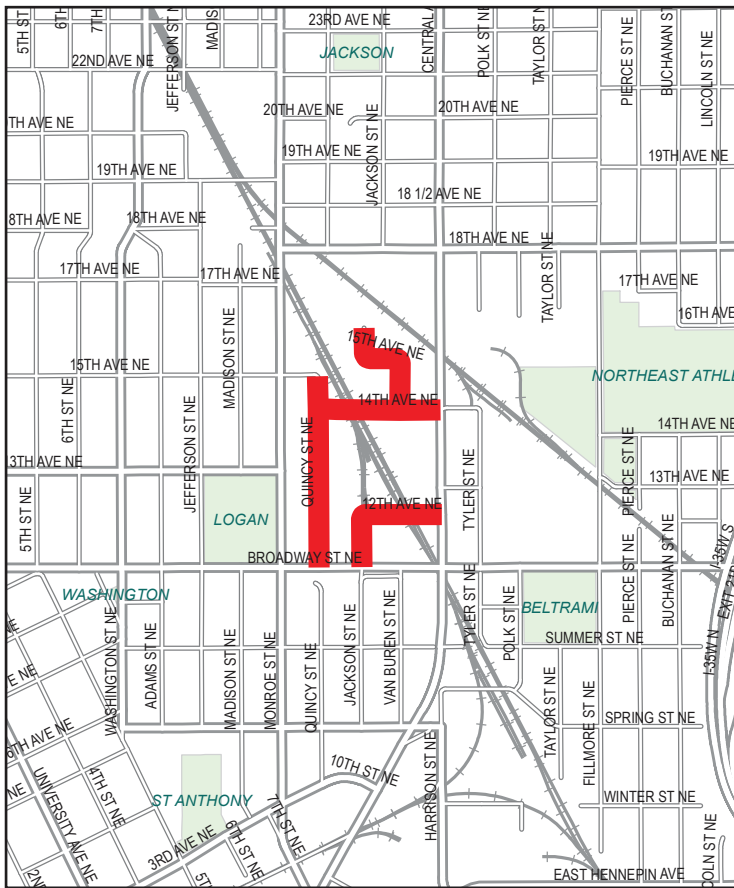
Not Applicable

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:

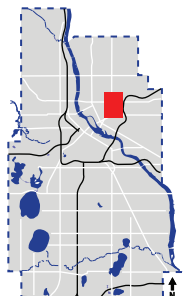
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021. This project could be constructed over two years. It would be more cost effective to construct in one year.

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:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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." Capital improvement projects such as this one enhance the character of the area which helps preserve property values and the city's tax base.



 PROJECT



Project Title: PV124 Mid City Industrial

Project Location: E Hennepin to 35W, Arthur St NE to Industrial Blvd

City Sector: East

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Adam Hayow

Level of Need: Significant

Affected Wards: 1

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/19

Department Priority: 30 of 64

Contact Phone Number: (612) 673-2172

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 35-W, 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 would fill all existing sidewalk gaps within the project area and 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		3,065			0		3,065	3,050
Special Assessments		7,850			0		7,850	3,200
Stormwater Revenue		75					75	
Transfer from General Fund		310					310	

Project Title: PV124 Mid City Industrial

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Transfer from Self Ins Fund		3,765					3,765	
Water Revenue		95					95	
Total		15,160			0		15,160	6,250

Project Title: PV124 Mid City Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	3,673					3,673
Construction Costs	10,765					10,765
General Overhead	722					722
Total	15,160					15,160

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:

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.

Project Title: PV124 Mid City Industrial

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 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:

The location and design review was approved on 5/26/16. No further 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 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.

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. 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

Project Title: PV124 Mid City Industrial

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? (20,000)

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.

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:

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 completing preliminary design and public involvement in Spring 2017. Final design will be completed in 2017 and reconstruction in 2018.

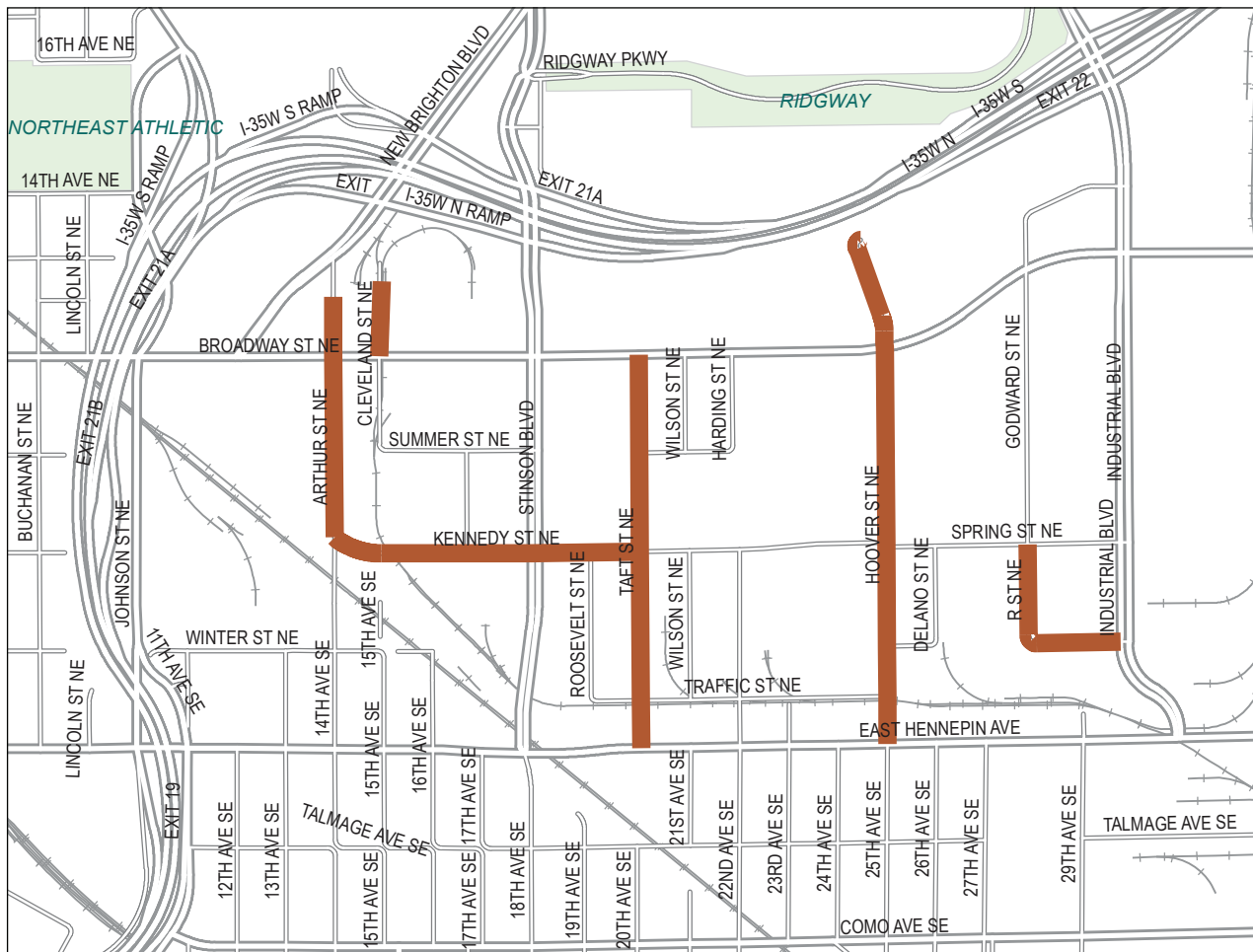
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be completed in one construction year. Spreading the construction over two or more years decreases the cost effectiveness of the project.

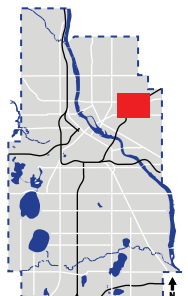
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

The 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.

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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



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: 4/15/19
Submitting Department: Public Works
Contact Person: Christopher Engelmann
Level of Need: Significant

Affected Wards: 9
Affected Neighborhood(s): Longfellow
Estimated Project Completion Date: 11/15/19
Department Priority: 37 of 64
Contact Phone Number: 612 673-3274

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds			1,370		0		1,370	
Special Assessments			125		0		125	
Total			1,495		0		1,495	

Project Title: PV125 35th St E (RR Tracks to Dight Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		308				308
Construction Costs		1,116				1,116
General Overhead		71				71
Total		1,495				1,495

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:

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 public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

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 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

Project Title: PV125 35th St E (RR Tracks to Dight Ave)

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

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? (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.

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:

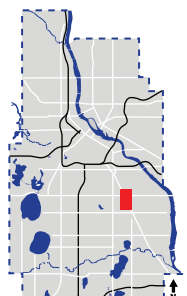
This is a relatively small project and it would be most cost effective to construct in one year.

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:

The Minneapolis Plan for Sustainable Growth states: “Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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



Capital Budget Request

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: 4/15/21
Submitting Department: Public Works
Contact Person: Debra Jacobs
Level of Need: Important

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/22
Department Priority: 45 of 64
Contact Phone Number: 612 673-2463

Project Description:

The proposed project is a complete reconstruction of Bryant Avenue S from Lake Street W 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 bicycle accommodations, traffic signals, lighting, and sidewalks as necessary.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1957-58 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 42 - 63 in 2013. Streets with PCI's in this range often degrade at a rate of 2 - 5 points per year; therefore the year 2021 PCI estimate ranges from 26 - 47. This segment of Bryant Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid					4,694	1,000	5,694	
Net Debt Bonds					840	5,598	6,438	
Special Assessments					2,680		2,680	
Transfer from General Fund					760	5,610	6,370	
Transfer from Stormwater Fund					1,016	790	1,806	
Total					9,990	12,998	22,988	

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				4,309	2,786	7,094
Construction Costs				5,205	9,594	14,799
General Overhead				476	619	1,095
Total				9,990	12,998	22,988

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

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- 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.

10.15.3 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 bicycle 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.

This corridor is served by Metro Transit Routes 4, 46 and 146. The Bryant Ave S corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

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

Yes. Multi-modal enhancements will be explored with this project. 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 actual right-of-way of Bryant Ave S from 50th St W to Lake St W is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with an elementary school, the Lyndale Farmstead, a neighborhood park, and commercial nodes at 50th St W, 46th St W, 36th St W and Lake St W.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

Project Title: PV126 Bryant Ave S (50th St E to Lake St E)

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? (25,000)

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.

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:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

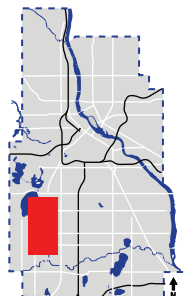
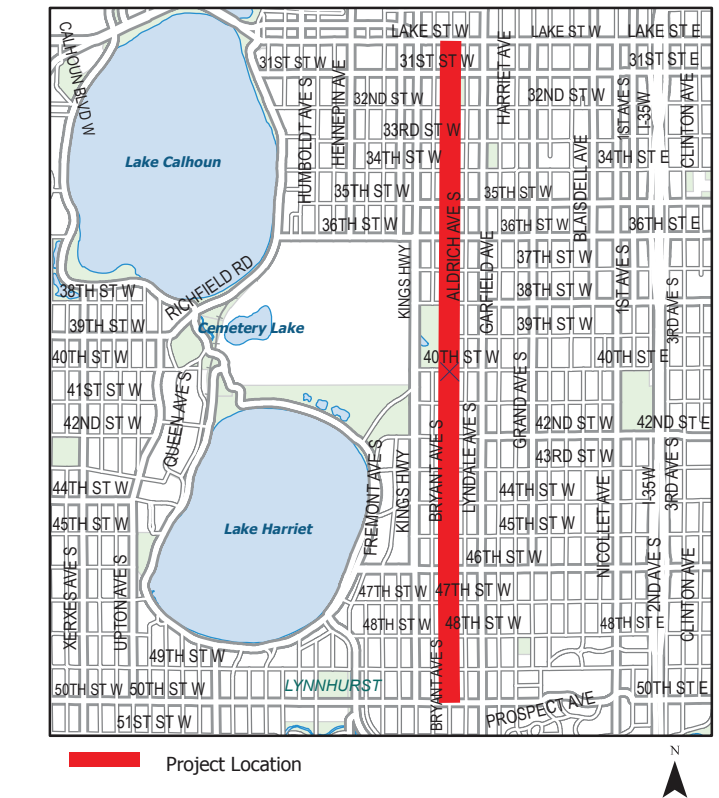
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction beginning 2021.

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

This project is anticipated to be a two year construction project. Spreading the construction over additional 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 Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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: 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: 4/15/22
Submitting Department: Public Works
Contact Person: Debra Jacobs
Level of Need: Important

Affected Wards: 1
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/22
Department Priority: 55 of 64
Contact Phone Number: 612 673-3463

Project Description:

The proposed project will reconstruct approximately 1.0 miles of 37th Avenue Northeast (Municipal State Aid Route 272) between Central Avenue North and Stinson Boulevard. The Average Daily Traffic on this section of 37th Avenue NE is 12,197, as measured in 2013. Minneapolis does not have bicycle or pedestrian traffic data for the project corridor, but the avenue is an anticipated east-west bicycle connection in the Bicycle Master Plan. The existing corridor currently includes 2 travel lanes, 2 parking lanes, and sidewalk on the Minneapolis side of the street only. The proposed project will encompass the entire right-of-way, reconstructing the pavement surface, curb and gutter, ADA curb ramps, bicycle facilities, and sidewalks on the Minneapolis side as well. There are presently no sidewalks on most of the Columbia Heights side.

Purpose and Justification:

The section of 37th Avenue NE from Central Avenue NE to Stinson Boulevard was constructed in 1961 as concrete. This section has not had an overlay nor a seal-coat, according to the Street Ordinance Book. The PCI was measured at 57 in 2013 and is estimated to be 43 in 2017. The concrete curb and gutter is in poor condition and has an old vertical face design that is no longer used by the City. This segment of 37th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid						3,730	3,730	
Net Debt Bonds						1,325	1,325	
Other Local Govts						5,400	5,400	
Special Assessments						345	345	
Total						10,800	10,800	

Project Title: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					2,893	2,893
Construction Costs					7,393	7,393
General Overhead					514	514
Total					10,800	10,800

Have Grants for this Project been secured? ☐

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

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: PV127 37th Ave NE (Central Ave NE to Stinson Blvd)

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:

Since the project is half in Columbia Heights, coordination with that jurisdiction on design and cost sharing agreements would be necessary.

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

Yes, the route is designated to have bicycle 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. MetroTransit bus route 4 runs on 37th avenue NE east of Johnson Street NE. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

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

Yes. Sidewalks do not presently exist along most of the Columbia Heights side of the project. This project will improve sidewalks, crosswalks, and provide ADA compliant curb ramps and bicycle facilities.

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

Yes. The Minneapolis side of the corridor has an existing right-of-way of 40 feet. Multi-modal enhancements will be included in this project. An improved bicycle facility will be explored as well as potential pedestrian realm enhancements.

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? 2022

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? (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:

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:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

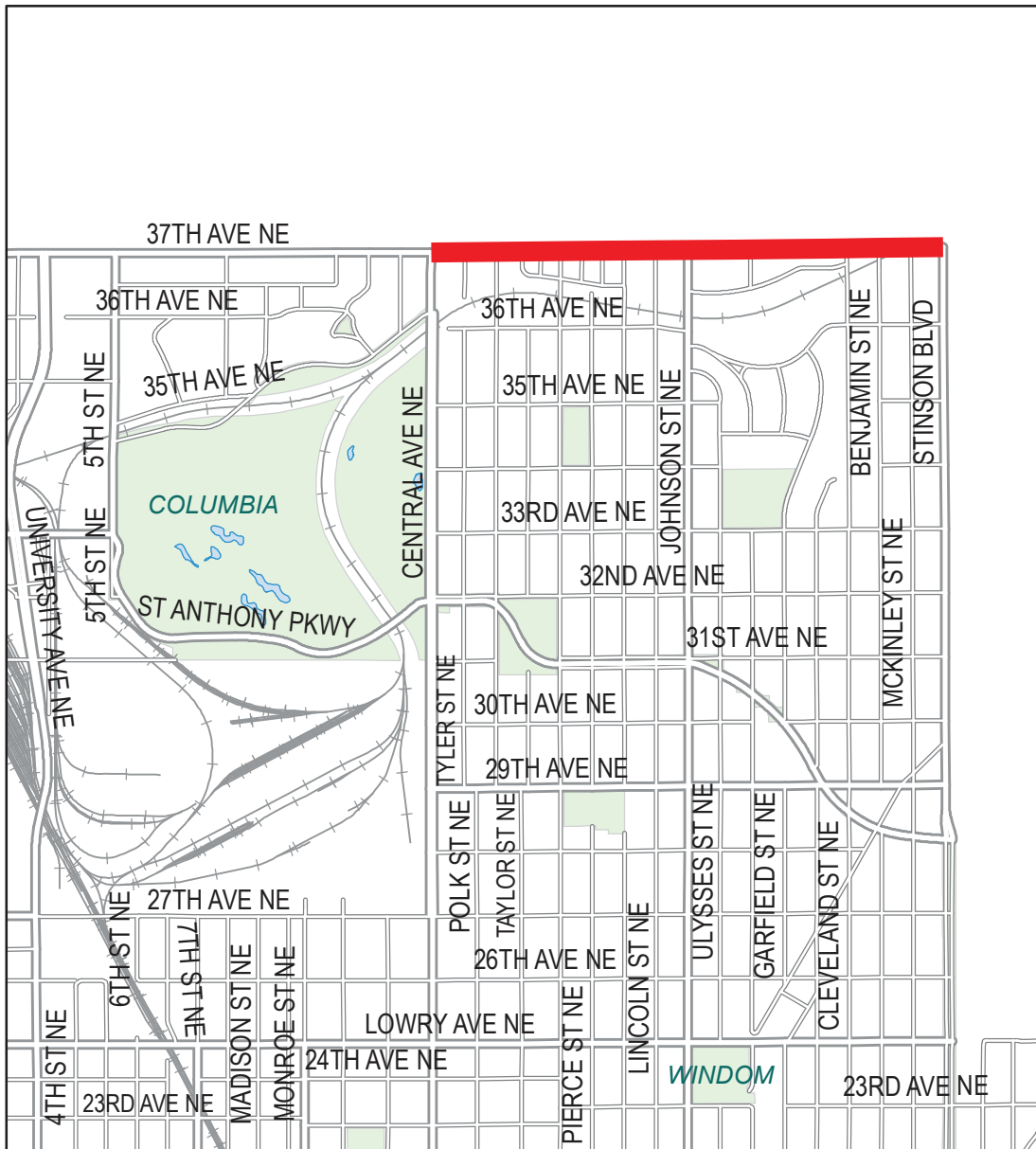
Public Works anticipates beginning preliminary design and public involvement in 2019, completing a design in 2020, and reconstruction in 2021.

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

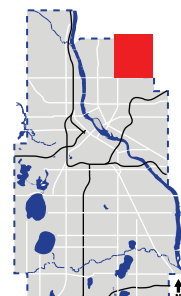
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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 Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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 Location



Capital Budget Request

Project Title: PV131 Res Neighborhood Reconst Projects

Project Location: Various locations city wide

City Sector: Citywide

Project Start Date: 4/15/19

Submitting Department: Public Works

Contact Person: Joe Casey

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/22

Department Priority: 38 of 64

Contact Phone Number: (651) 673-2425

Project Description:

Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. Projects may also include new signage, pavement markings and bicycle facilities as needed.

Purpose and Justification:

The objective of Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that are in such poor condition that they are no longer cost effective candidates for resurfacing or rehabilitation. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, improve boulevards, and or replace sidewalks as needed.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds			1,500	4,990	5,220	5,220	16,930	5,220
Special Assessments			780	780	780	780	3,120	780
Transfer from General Fund				230			230	
Transfer from Special Revenue Funds			3,720				3,720	
Total			6,000	6,000	6,000	6,000	24,000	6,000

Project Title: PV131 Res Neighborhood Reconst Projects

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		1,481	1,481	1,481	1,481	5,926
Construction Costs		4,233	4,233	4,233	4,233	16,931
General Overhead		286	286	286	286	1,143
Total		6,000	6,000	6,000	6,000	24,000

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 or non-city funding sources are planned 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:

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 public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

Project Title: PV131 Res Neighborhood Reconst Projects

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 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:

Reconstruction of residential streets generally will support continued housing tenure and improved home values within concerned neighborhoods.

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

Improvements regarding utilities, pedestrian and bicycle facilities, and more will allow for increases in the quality of redevelopment proposals for affected neighborhoods.

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 local street segments in residential areas, some of which are identified 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.

None of the streets in this program are on transitways, transit routes, or high-volume pedestrian corridors. Because these local streets provide access to transit and pedestrian corridors, enhancing the existing sidewalks and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, providing bicycle accommodations, improved sidewalks and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit use of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

What is the expected useful life of the project/improvement? 60

Project Title: PV131 Res Neighborhood Reconst Projects

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

What is the estimated annual operating cost increase or (decrease) for this project? (15,000)

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 as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$5,000 per mile per year. The current estimate is that approximately 3 miles of streets per year can be reconstructed with this program, and the estimated annual cost to maintain these 3 miles of streets 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:

Regular crack sealing and other preventative maintenance treatments will be needed to prolong the life of the pavement. A mill and overlay will also be needed in approximately 30 years to prolong the life of the road.

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, final design in late 2018 and reconstruction in 2019 and future program years.

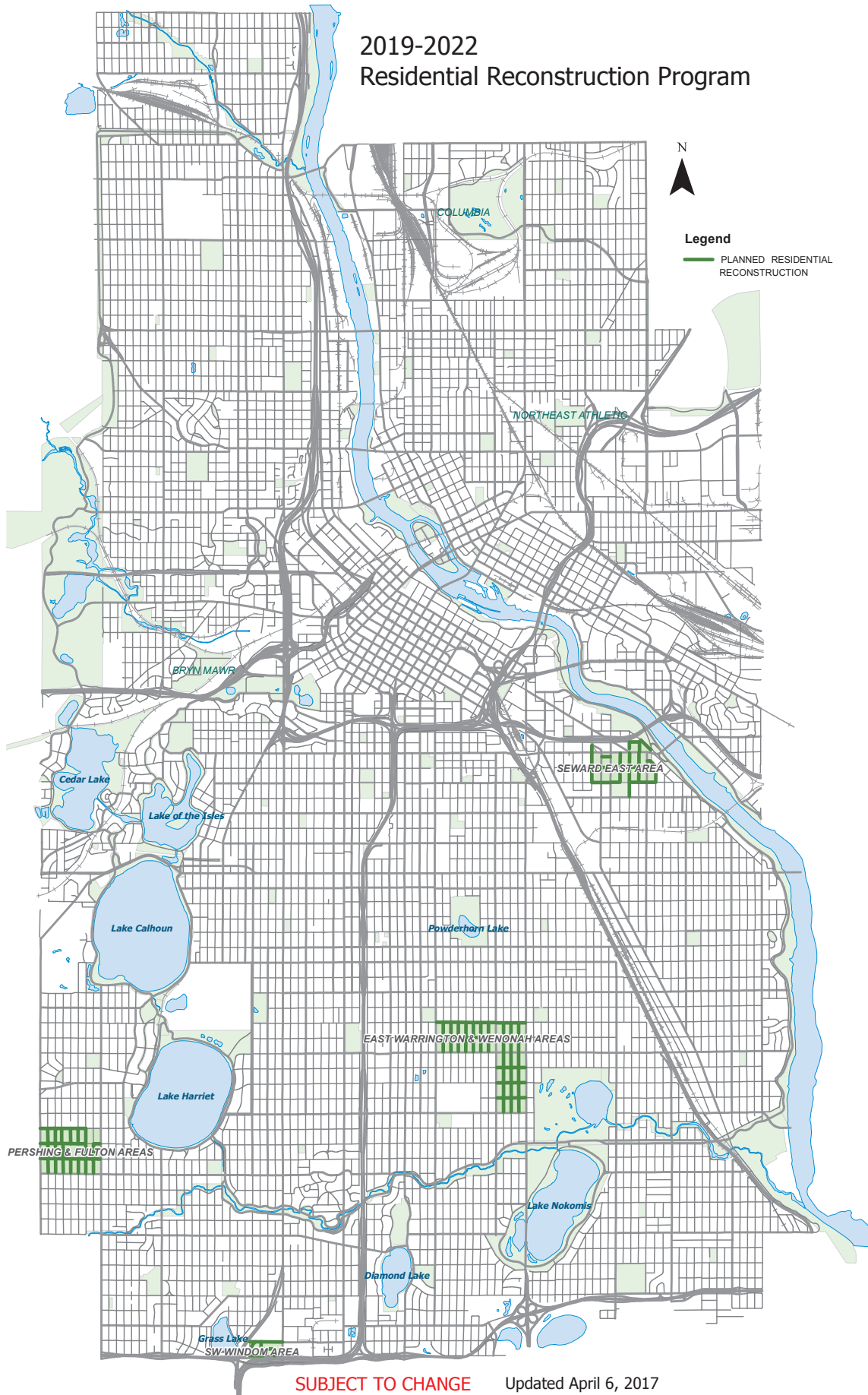
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing pavement reconstruction program; funding allocations per year can be flexible and could result in more or less miles of pavement reconstruction as a result.

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

Reconstructing these residential/local streets corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these streets.

2019-2022 Residential Reconstruction Program



Updated April 6, 2017

Project Title: PV133 33rd St E (Minnehaha to Hiawatha)

Project Location: 33rd St E from Hiawatha Ave to Minnehaha Ave
City Sector: South
Project Start Date: 4/15/19
Submitting Department: Public Works
Contact Person: Steven Hay
Level of Need: Significant

Affected Wards: 9
Affected Neighborhood(s): Longfellow
Estimated Project Completion Date: 11/15/19
Department Priority: 51 of 64
Contact Phone Number: (651) 673-3884

Project Description:

The proposed project will reconstruct approximately 0.2 miles of 33rd St E between Minnehaha Ave and Hiawatha Ave. This segment of 33rd St has an average daily motor vehicle traffic count of 1,900 vehicles per day (counted in 2016) and low average daily pedestrian and bicycle traffic. Currently, the existing corridor includes two traffic lanes and two parking lanes. There are sidewalks directly behind the curb on both sides of the street. There are no boulevards. There is a significant railroad crossing of four sets of tracks just east of Hiawatha Ave. The area along the project corridor is a mixture of commercial, industrial, and residential properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, and possibly boulevards with trees. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1941 and is currently rated in poor condition by the City's pavement management system. From Hiawatha Ave to Snelling Ave the Pavement Condition Index (PCI) rating is 6, measured in 2015; and from Snelling Ave to Minnehaha Ave the PCI=18 (2015). Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2021 PCI estimate will be approaching zero. Thirty-third St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds			516				516	
Special Assessments			390				390	
Transfer from Special Revenue Funds			914				914	
Total			1,820				1,820	

Project Title: PV133 33rd St E (Minnehaha to Hiawatha)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		470				470
Construction Costs		1,263				1,263
General Overhead		87				87
Total		1,820				1,820

Have Grants for this Project been secured? ☐

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

No grants or non-city funding 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

- 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

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- 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 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.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and 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.

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

Project Title: PV133 33rd St E (Minnehaha to Hiawatha)

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 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.

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, sidewalks will be improved along the corridor as well as ADA compliant curb ramps.

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

Yes, 33rd St E has a right-of-way of that is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no boulevards along the corridor with the sidewalks directly behind the curb. The area along the project corridor is a mixture of commercial, industrial, and residential uses.

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? (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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of

Project Title: PV133 33rd St E (Minnehaha to Hiawatha)

street. Given the length of this project at .2 miles, the estimated annual cost to maintain this roadway is \$2,000

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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 a design in 2018 and reconstruction in 2019.

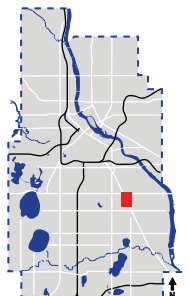
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

33rd St E Reconstruction



Capital Budget Request

Project Title: PV134 28th Ave S (TH62 Ramp to 59th St E)

Project Location: on 28th Ave S from TH62 ramp at 58th St to end of concrete south of 59th St E

City Sector: South

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Kurt Wayne

Level of Need: Significant

Affected Wards: 11

Affected Neighborhood(s): Wemonah

Estimated Project Completion Date: 11/15/18

Department Priority: 31 of 64

Contact Phone Number: (651) 673-5011

Project Description:

The proposed project will reconstruct approximately 0.1 miles of 28th Avenue South (part of which is Municipal State Aid Route 431) between the southern limits of the TH62 interchange with 28th Avenue and 58th Street East. This corridor serves an unknown number of people walking and biking, and approximately 6,600 automobiles per day. Currently, the existing corridor includes sidewalk on both sides of the street and two traffic lanes. The area along the project corridor abuts a few private homes but primarily exists within the TH62 interchange. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1963 and is currently rated in very poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 7 in 2010. This segment of 28th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps and address sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid		405					405	
Net Debt Bonds		340					340	
Special Assessments		10					10	
Total		755					755	

Project Title: PV134 28th Ave S (TH62 Ramp to 59th St E)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	205					205
Construction Costs	514					514
General Overhead	36					36
Total	755					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:

No grants or non-city funding 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

- 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
- Equitable systems and policies lead to a high quality of 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
- 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
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

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.

Project Title: PV134 28th Ave S (TH62 Ramp to 59th St E)

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.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

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.

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 of Minneapolis would have to collaborate with the MN Department of Transportation because the project corridor intersects a MnDOT trunk highway and right-of-way. The two agencies would partner regarding access from 28th Ave S to existing TH62 onramps.

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.

Metro Transit route 22 serves the northernmost intersection of this corridor, but the corridor does not contain any bus stops. This corridor is not a high-volume pedestrian corridor.

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

Yes, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

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

Yes, the right-of-way of 28th Ave S as it approaches TH62 from both directions is 60 feet wide. Part of the corridor is also constrained by support piers and grades for the TH62 overpass, limiting utilization of space. The sidewalk is located at the back of curb and there is no established boulevard for the entire corridor. Updated design options could help reallocate space between the street and sidewalks. The project corridor connects residential neighborhoods that have no other connection across TH62.

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? (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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.1 miles, the estimate annual cost to maintain this roadway is \$1,000.

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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, completing a design in 2017 and reconstruction in 2018.

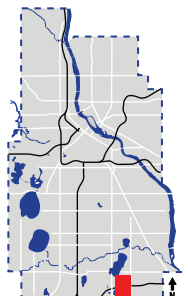
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

28th Ave S Reconstruction



Project Title: PV135 North Loop Paving

Project Location: 5th St N to Washington Ave N & 5th Ave N to 10th Ave N
City Sector: Downtown
Project Start Date: 4/15/19
Submitting Department: Public Works
Contact Person: Liz Heyman
Level of Need: Significant

Affected Wards: 3
Affected Neighborhood(s): North Loop
Estimated Project Completion Date: 11/15/19
Department Priority: 36 of 64
Contact Phone Number: (651) 673-2460

Project Description:

The proposed project will reconstruct portions of 9th Ave. N, 8th Ave. N, 7th Ave. N (Municipal State Aid (MSA) Route 452), 5th Ave. N (MSA Route 353), and N 3rd St. (MSA Route 216) (see map for project extents) adding up to approximately 0.8 miles of street within the North Loop neighborhood. The North Loop is a dense mixed use neighborhood that is experiencing a development boom, with new apartments and businesses opening up almost every day. The streets that comprise the project currently serve many users. The following ranges represent the lowest and highest estimated user counts by mode:

- Approximately 590 – 700 pedestrians per day,
- Approximately 60 bicyclists per day, and
- Approximately 650 vehicles per day.

Currently, the segments of 9th Ave. N, 8th Ave. N, 7th Ave. N, 5th Ave. N, and N 3rd St. contain two traffic lanes (one in each direction) with street parking allowed along the majority of the segments. Sidewalks currently line all project street segments. Also, the large majority of the project is located within the Warehouse Historic District and much of the existing street bed in the project area is composed of historic pavers. ↪

The proposed project is a full reconstruction of all project street segments involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. Project design will draw on the guidance provided in the Warehouse District Heritage Street Plan, and during construction the City will harvest and reinstall the historic pavers where possible.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The pavers in these streets were originally installed in the early 1900s and have been patched throughout the following decades. While the paver sections cannot be rated using the City's typical Pavement Condition (PCI) rating system, the asphalt patched areas have PCI ratings of 22 to 24 – a rating of very poor on the City's PCI rating scale. This means these street segments have a pavement surface that is well beyond its expected useful life. This project provides an opportunity to incorporate design elements recommended in the Warehouse District Heritage Street Plan, including reinstalling historic pavers, installing ADA compliant curb ramps, adding street trees, and addressing sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds			2,232				2,232	
Special Assessments			1,650				1,650	
Transfer from General Fund			4,258				4,258	
Transfer from Stormwater Fund			290				290	
Total			8,430				8,430	

Project Title: PV135 North Loop Paving

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		1,914				1,914
Construction Costs		6,115				6,115
General Overhead		401				401
Total		8,430				8,430

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:

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.

Project Title: PV135 North Loop Paving

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 10.9: 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.

10.9.4 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 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.

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 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:

Improvement of streetscape conditions within the North Loop will add to the continuing revitalization of this neighborhood.

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

Demand for real estate in this area is sufficient such that poor road conditions wouldn't likely preclude an otherwise feasible project, but improved conditions can help raise the quality of development proposals that come through, particularly through the improvement of pedestrian and bicycle access that in some cases is currently particularly problematic.

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 Warehouse District Heritage Street Plan, adopted by the Heritage Preservation Commission in 2011, calls for improvements such as concrete crosswalks, minimum sidewalk widths of 5'-6", ADA compliant pedestrian ramps, and also the reinstallation of historic pavers on reconstructed streets as is feasible.

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.

The project is not on an existing or planned transitway, however the project is directly adjacent to Washington Avenue, a high-volume pedestrian corridor with any transit routes. Therefore this project will improve the experience for many pedestrians accessing businesses and residences just off the Washington Avenue corridor.

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

Yes, providing improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

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

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit utilization of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, people trying to park, and private companies trying to make deliveries will all be competing for space within the project area. There is potential to use innovative design options to safely allow deliveries but still enhance the pedestrian realm.

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? (8,000)

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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimated annual cost to maintain this roadway is \$8,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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, completing a design in 2018, and reconstruction 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:

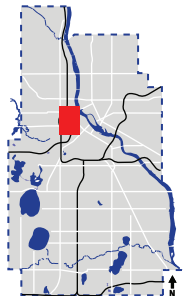
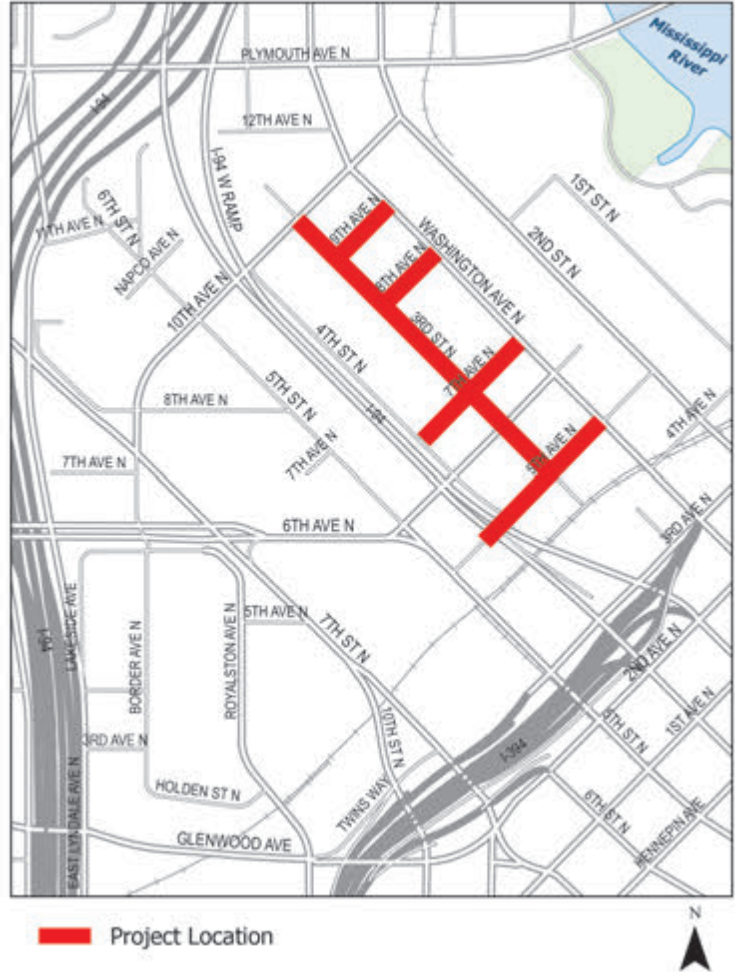
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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 restoration of these streets with the use of historic pavers will enhance the character of the Warehouse Historic District and the North Loop neighborhood. This will help preserve property values and the city's tax base.



North Loop Paving



Project Title: PV137 29th Ave NE (Central to Stinson)

Project Location: on 29th Ave NE from Central Ave NE to Stinson Blvd NE

City Sector: East

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Kelsey Fogt

Level of Need: Important

Affected Wards: 10

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/19

Department Priority: 48 of 64

Contact Phone Number: (651) 673-3885

Project Description:

The proposed project will reconstruct approximately 1.0 miles of 29th Avenue Northeast (Municipal State Aid Route 242) between Central Avenue North and Stinson Boulevard. This corridor serves an estimated 400 people walking, 70 people biking, and between 2,600 and 4,000 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1958 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 59 in 2012. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2021 PCI estimate ranges from 14 - 41. This segment of 29th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid					1,410		1,410	
Net Debt Bonds					650	3,854	4,504	
Special Assessments					1,435		1,435	
Transfer from General Fund					1,646		1,646	
Transfer from Stormwater Fund					45		45	
Total					5,186	3,854	9,040	

Project Title: PV137 29th Ave NE (Central to Stinson)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				1,141	761	1,901
Construction Costs				3,798	2,910	6,708
General Overhead				247	184	430
Total				5,186	3,854	9,040

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:

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 public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

Project Title: PV137 29th Ave NE (Central to Stinson)

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 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:

Improvement of conditions on 29th Ave NE will support redevelopment efforts regarding Shoreham Yards.

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

The City supports redevelopment of Shoreham Yards and has identified it as a target area for the City's Brownfields program. 29th Ave NE connects Shoreham Yards to I-35W, and so conditions on 29th Ave NE will be an important factor to the successful redevelopment of this site.

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 Audubon Neighborhood Association completed the 29th Avenue NE Streetscape Plan in 2007. The Audubon Park Neighborhood Small Area Plan, adopted by the City in 2008, expresses support for this streetscape plan. The streetscape plan calls for a number of pedestrian environment improvements around safety and greening, including the addition of boulevard trees and clearly visible crossings.

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.

The Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Boulevard (Long Term Greenways) route.

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

A portion of this corridor is served by Metro Transit Route 25, with intersecting service provided on Central Avenue and Johnson Street. The 29th Ave NE corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

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

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of 29th Avenue from Central Avenue to Stinson Boulevard is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. The area along the project corridor is predominantly residential, with a middle school, a neighborhood park, and a neighborhood commercial node at Johnson Street.

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? (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:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is \$10,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

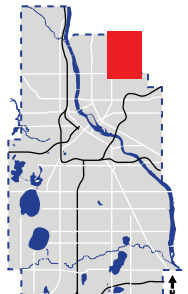
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

29th Ave NE Reconstruction



Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)
Project Location: 26th St E from Minnehaha Ave to 29th Ave S

City Sector: South

Project Start Date: 4/15/22

Submitting Department: Public Works

Contact Person: Kurt Wayne

Level of Need: Important

Affected Wards: 2

Affected Neighborhood(s): Seward

Estimated Project Completion Date: 11/15/22

Department Priority: 58 of 64

Contact Phone Number: (651) 673-5011

Project Description:

The proposed project will reconstruct approximately 0.5 miles of 26th Street East (Municipal State Aid Route 191) between Minnehaha Avenue South and 29th Avenue South. This corridor accommodates an estimated 50 bicycles per day, 20 pedestrians per day, and approximately 7500 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street from 26th to 29th Avenue, and sidewalk on the north side only from Minnehaha to 26th Avenue. The corridor includes parking allowed on both sides and two traffic lanes. The area along the project corridor abuts residential properties on the east half of the corridor and primarily industrial and commercial properties west of 27th Avenue. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1970 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 41 west of 27th Avenue and 62 east of 27th Avenue in 2013. The 2017 estimates for these street sections are 29 and 50 respectively. This segment of 26th Street has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, and address sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds						1,833	1,833	
Special Assessments						955	955	
Transfer from General Fund						655	655	
Transfer from Stormwater Fund						787	787	
Total						4,230	4,230	

Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					896	896
Construction Costs					3,133	3,133
General Overhead					201	201
Total					4,230	4,230

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 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

- 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
- Equitable systems and policies lead to a high quality of 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
- 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
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

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.

Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)

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.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

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.

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

Describe the economic development impact of the project:

The repaving of this segment of 26th St E will support the significant truck traffic volume within this industrial area as discussed in the Seward Longfellow Greenway Area Plan.

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

Not Applicable

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, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: PV138 26th St E (Minnehaha Ave to 29th Ave S)

is there potential for innovative design options? Provide details

Yes, the actual right-of-way of 26th Street from Minnehaha to 29th Avenue is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk west of 27th Avenue is located either at the back of curb or less than 5 feet from the curb, where sidewalk exists. Sidewalk east of 27th Avenue is typically 9 feet from curb because the corridor narrows to 35 feet of street width. The corridor includes a residential neighborhood on the east end and businesses mixed with places of worship on the west end. Pedestrian modes may be competing with auto and freight modes, and improving pedestrian visibility especially around parked vehicles should be a priority.

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? 2022

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

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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimate annual cost to maintain this roadway is \$5,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2020 or earlier, completing a design in 2021 and reconstruction in 2022.

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

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

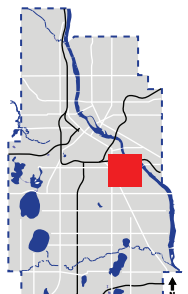
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

26th St E Reconstruction



■ Project Location



Project Title: PV139 18th Ave NE (Johnson to Stinson)

Project Location: on 18th Ave NE from Johnson St NE to Stinson Blvd
City Sector: East
Project Start Date: 4/15/20
Submitting Department: Public Works
Contact Person: Kelsey Fogt
Level of Need: Significant

Affected Wards: 1
Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/20
Department Priority: 43 of 64
Contact Phone Number: (651) 673-3885

Project Description:

The proposed project will reconstruct approximately 0.5 miles of 18th Avenue Northeast (Municipal State Aid Route 284) between Johnson Street Northeast and Stinson Boulevard. This corridor serves an estimated 340 people walking, 280 people biking, and 6,800 people driving per day. Currently, the existing corridor includes sidewalk on one side of the street, two traffic lanes, and curbside parking on the north side. Some sections have sidewalk on both sides of the street. The area north of the project corridor is residential and abutting properties are a mix of single family and multi-family homes. A Post Office and The Quarry shopping center are located on the south side of the corridor. This will be a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1969 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 57 in 2011. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2019 PCI estimate ranges from 17 - 41. This segment of 18th Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, maintain boulevards with trees, address sidewalk obstructions and gaps, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Special Assessments				505			505	
Transfer from General Fund				1,998			1,998	
Transfer from Special Revenue Funds				2,925			2,925	
Transfer from Stormwater Fund				37			37	
Total				5,465			5,465	

Project Title: PV139 18th Ave NE (Johnson to Stinson)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			1,185			1,185
Construction Costs			4,020			4,020
General Overhead			260			260
Total			5,465			5,465

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:

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 public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

Project Title: PV139 18th Ave NE (Johnson to Stinson)

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 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:

Note 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.

The Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Trail, and will add a direct connection to an existing 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.

This corridor is served by Metro Transit Route 30, with intersecting service provided on Johnson Street and Stinson Boulevard.

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

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of 18th Avenue from Johnson St NE to Stinson Boulevard is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal 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? 60

Year that Operating Incr/(Decr) will take effect? 2020

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

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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape. A mill and overlay will also be needed in approximately 30 years to prolong the life of the road.

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 reconstruction in 2020.

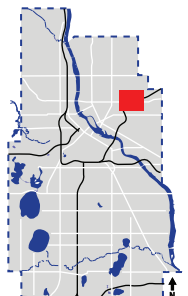
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

18th Ave NE Reconstruction



Project Title: PV141 Grand Ave S (Lake to 46th)
Project Location: on Grand Ave S from Lake St W to 46th St W

City Sector: Southwest

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Liz Heyman

Level of Need: Significant

Affected Wards: 8

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/21

Department Priority: 42 of 64

Contact Phone Number: (651) 673-2460

Project Description:

The proposed project will reconstruct approximately 2.24 miles of Grand Ave S (Municipal State Aid Route 176, from W Lake Street to 46th St W) between W Lake Street and 48th St W. This corridor serves an estimated 330 people walking, 80 people biking, and between 1,100 and 2,100 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes, and two parking lanes. The area along the project corridor includes a range of residential densities (many multi-family properties in the north half and single family properties in the south half) with commercial properties at many intersections, including commercial nodes at 38th, 46th, and 48th Streets. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1953 and 1958, and the street is rated in fair/poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating that ranges between 43-72 in 2012 and 2015 depending on the segment. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2019 PCI estimate ranges from 8-29, and 52-64, depending on the segment which is a very poor/poor PCI rating. These segments of Grand Ave S have a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid				6,974			6,974	
Net Debt Bonds			2,135				2,135	
Special Assessments				3,550			3,550	
Transfer from Special Revenue Funds				1,378			1,378	
Transfer from Stormwater Fund				658			658	
Total			2,135	12,560			14,695	

Project Title: PV141 Grand Ave S (Lake to 46th)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		2,033	1,175			3,208
Construction Costs			10,787			10,787
General Overhead		102	598			700
Total		2,135	12,560			14,695

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

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

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
- 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.

2.6.6 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: PV141 Grand Ave S (Lake to 46th)

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.

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.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

10.9.4 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.

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.

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:

Metro Transit and the Minneapolis Park and Recreation Board (MPRB). City staff will coordinate with Metro Transit on any proposed stop or route changes that impact the corridor as well as any future enhancements such as transit shelters, etc. City staff will also work closely with the MPRB to determine if tree removal needs to occur along the corridor, as well as to determine new locations for street trees within the existing/future boulevard areas.

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 corridor is well-served by transit. Metro Transit routes 18G, 113, 115 and 135 run along this corridor, with intersecting service provided on numerous streets including W Lake Street, 38th St W, and 46th St W. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit.

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

Yes, providing improved sidewalks, crosswalks and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of Grand Ave S from W Lake Street to 48th St W is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. In general, the sidewalks north of 34th St W and at commercial nodes are located at the back of the curb with no established boulevard. South of 34th St W, sidewalks are detached and a green boulevard exists for much of the corridor, but the existing boulevards are often narrower than Access Minneapolis guidelines recommend. The area along the project corridor is predominantly residential, with multiple commercial nodes, a school, and a place of worship requiring access. Pedestrians, automobiles, buses, and automobile parking will all be competing for space in 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? (22,400)

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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 2.24 miles, the estimated annual cost to maintain this roadway is \$22,400.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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 or earlier, completing design in 2012 and reconstruction in 2020.

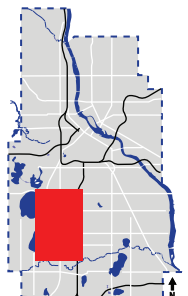
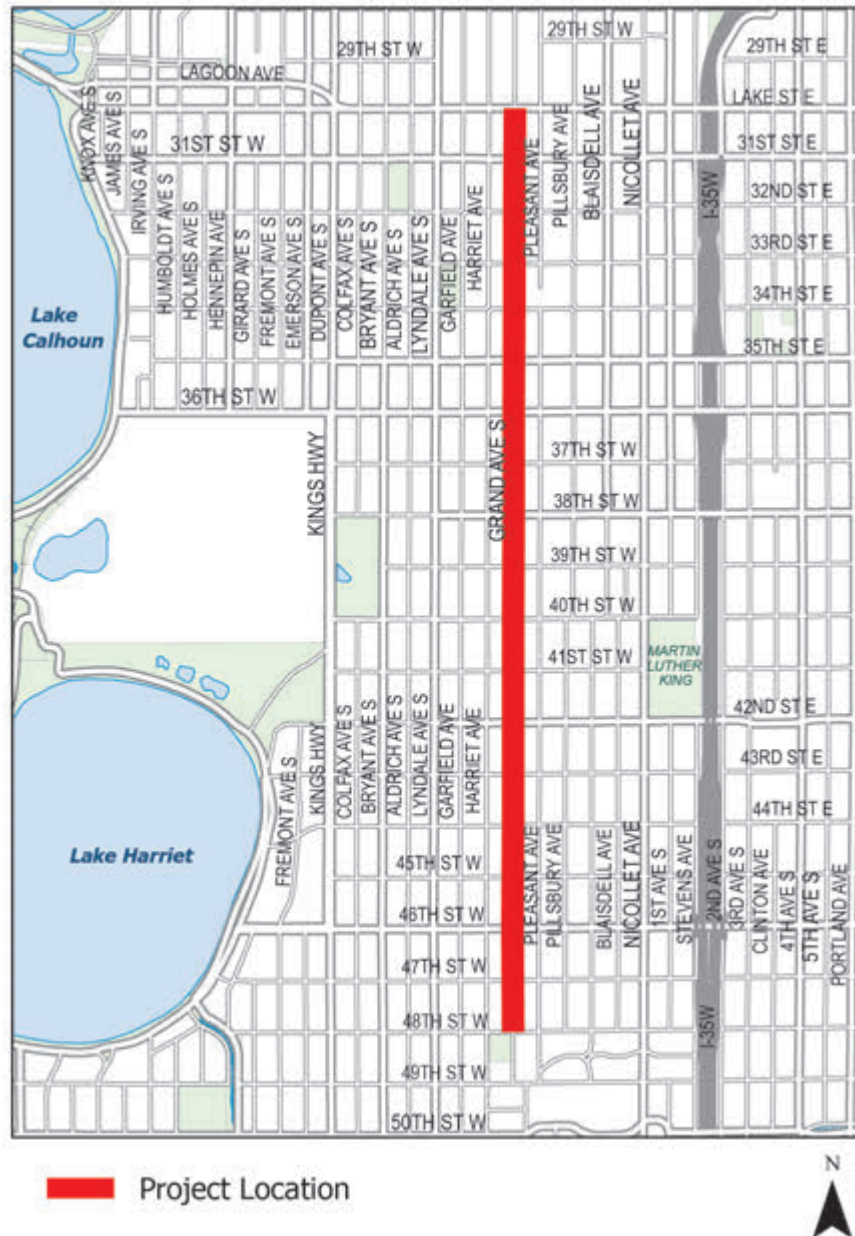
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a two year construction project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Grand Ave S Paving



Project Title: PV142 Downtown East Paving

Project Location: 3rd St S (10th to 12th Ave), 10th Ave S (Wash to 3rd), 12th Ave S (Wash to 3rd)

City Sector: Downtown

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Forrest Hardy

Level of Need: Important

Affected Wards: 3

Affected Neighborhood(s): Downtown East

Estimated Project Completion Date: 11/15/21

Department Priority: 49 of 64

Contact Phone Number: (651) 673-5951

Project Description:

The proposed project will reconstruct approximately 0.3 miles of multiple streets in downtown east as shown in the accompanying map. Data is not available to accurately estimate daily vehicle traffic; however, turning movement counts indicate that fewer than 100 vehicles enter or exit the project area during the morning and afternoon peak hours. The number of pedestrians and bicyclists is unknown as there are no available counts within the project segment. Sidewalk is currently present on both sides of the street throughout the majority of the project segment. However, there are significant sidewalk gaps along portions of the project area. The typical existing section along the corridor includes two travel lanes, and two parking lanes. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The segment of 3rd St S in the project was built in 1918 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 35 in 2009. The segment of 12th Ave S in the project was built in 1950 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 29 in 2010. There is no pavement condition information for the segment of 10th Ave S in the project, though it is in visibly similar condition to the 3rd St S segment. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2022 PCI estimate for 3rd St S and 12th Ave S within the project limits range from 0 – 9 PCI. The streets within the project have a pavement surface that is beyond its expected useful life. This reconstruction project provides an opportunity to incorporate ADA compliant pedestrian ramps, address sidewalk obstructions and sidewalk gaps, and add furnishing zone or boulevard space with street trees.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid					1,000		1,000	
Net Debt Bonds					1,400		1,400	
Special Assessments					570		570	
Transfer from General Fund					1,695		1,695	
Total					4,665		4,665	

Project Title: PV142 Downtown East Paving

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				821		821
Construction Costs				3,622		3,622
General Overhead				222		222
Total				4,665		4,665

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 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.

2.6.5 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: PV142 Downtown East Paving

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 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:

Improvement of streetscape conditions within this portion of Downtown East will supplement the momentum from a number of recent major development projects to continue transformation of the area.

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

In consideration of its relatively low intensity utilization of land, the right block enclosed by this project in particular will likely be a target for redevelopment in the future. Improvement of pedestrian facilities, specifically the closing of gaps in the sidewalk, will be an important factor for any proposals that may come through in the future.

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 emphasizes the importance of sidewalks that have "consistent materials, a uniform width, and a uniform arrangement of street elements."

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.

There are no existing or planned transitways within the project limits. Washington Ave S is an adjacent corridor that is served by Route 7 and Route 22. Addressing sidewalk obstructions, sidewalk gaps, and providing ADA compliant curb ramps will improve access and connectivity to transit.

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

Yes, providing pedestrian accommodations including improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the three streets in the project each have an 80 foot right of way. There are some visible encroachments into the right of way including portions of 10th Ave S that are being utilized for private parking. Also, people using many modes of travel, including pedestrians, drivers, and people trying to park will all be competing for space within the project area.

Operations & Capital Asset Maintenance:

Project Title: PV142 Downtown East Paving

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? (3,000)

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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .3 miles, the estimated annual cost to maintain this roadway is \$3,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

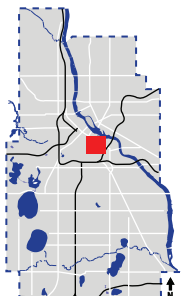
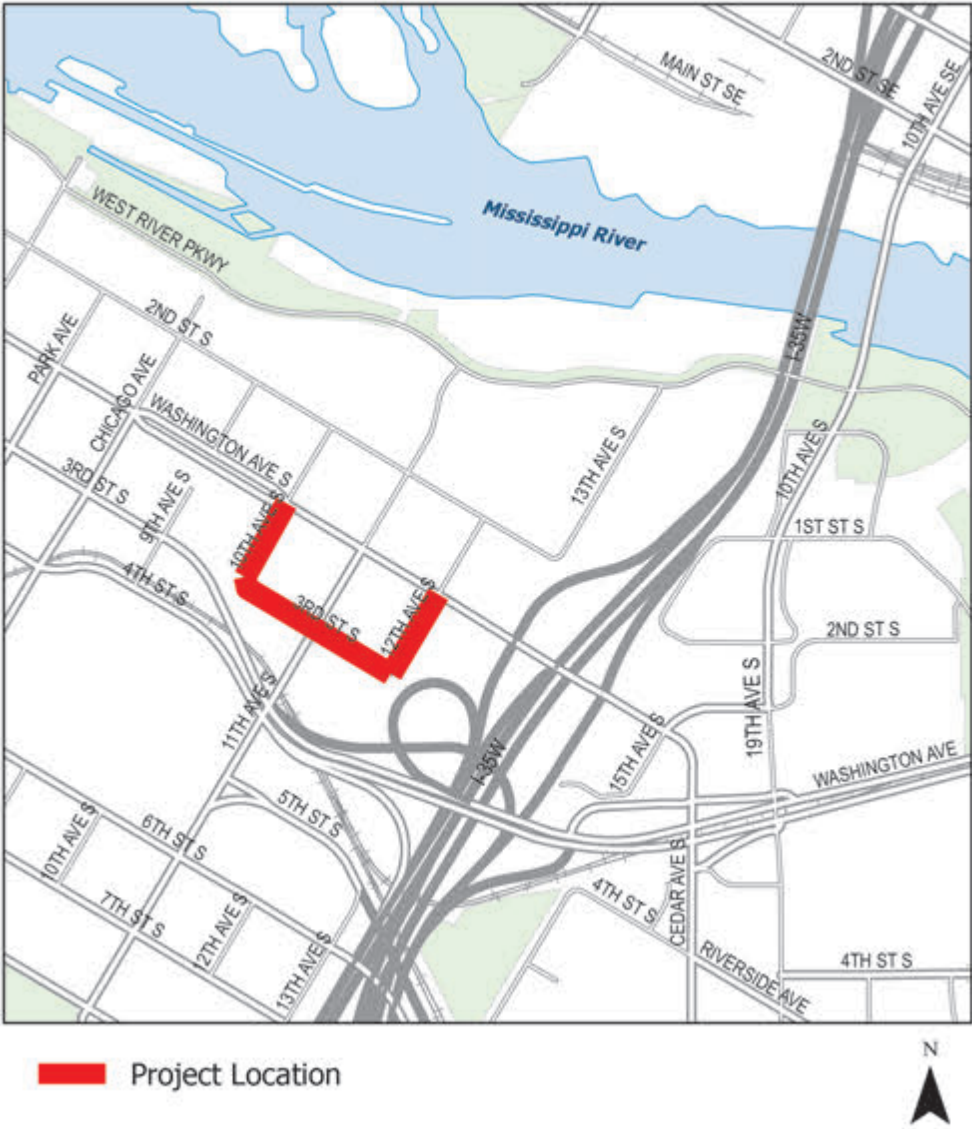
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Downtown East Paving



Project Title: PV143 North Industrial

Project Location: Various segments north of 10th Ave N to 34th Ave N and I-94 to the river

City Sector: North

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Kurt Wayne

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/21

Department Priority: 62 of 64

Contact Phone Number: (612) 673-5011

Project Description:

The proposed project will reconstruct 9 segments of street totaling approximately 0.8 miles in the Near-North, North Loop, and Hawthorne neighborhoods, as shown on the accompanying map. Some of the existing street segments have sidewalk on one or both sides of the street, while other segments have no sidewalk. Each segment has two vehicle lanes, one in each direction, and most segments allow for on-street parking. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed. The project area road segments abut industrial properties entirely. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having unknown years of construction. The segments are all in very poor or poor condition, according to the City's Pavement Condition Index (PCI) rating scale, with PCIs ranging from 3 (measured in 2010) to 42 (measured in 2009). Nearly all segments have a pavement surface that is beyond its expected useful life, and some segments do not have curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					2,349		2,349	
Special Assessments					220		220	
Transfer from General Fund					2,121		2,121	
Total					4,690		4,690	

Project Title: PV143 North Industrial

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				1,135		1,135
Construction Costs				3,332		3,332
General Overhead				223		223
Total				4,690		4,690

Have Grants for this Project been secured? ☐

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

No grants or non-city funding 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

- 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
- Equitable systems and policies lead to a high quality of 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
- 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
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

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.

Project Title: PV143 North Industrial

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.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

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.

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, providing improved sidewalks, crosswalks, and ADA compliant ramps are an integral part of this project.

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

Project Title: PV143 North Industrial

Yes, the typical right-of-way widths for these street segments are 60 to 66 feet wide, with one street segment having only 33 feet of right-of-way. Grades and encroachments typically limit use of the entire legal right-of-way. Where sidewalks exist, they either abut the curb or are less than 5 feet from the curb. Because the project area is an industrial area, pedestrian modes may be competing with auto and freight modes. Accommodating space for pedestrians and freight should be a priority.

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? (8,000)

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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.8 miles, the estimate annual cost to maintain this roadway is \$8,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

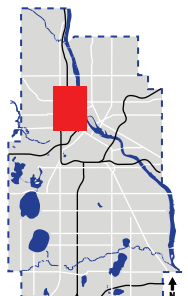
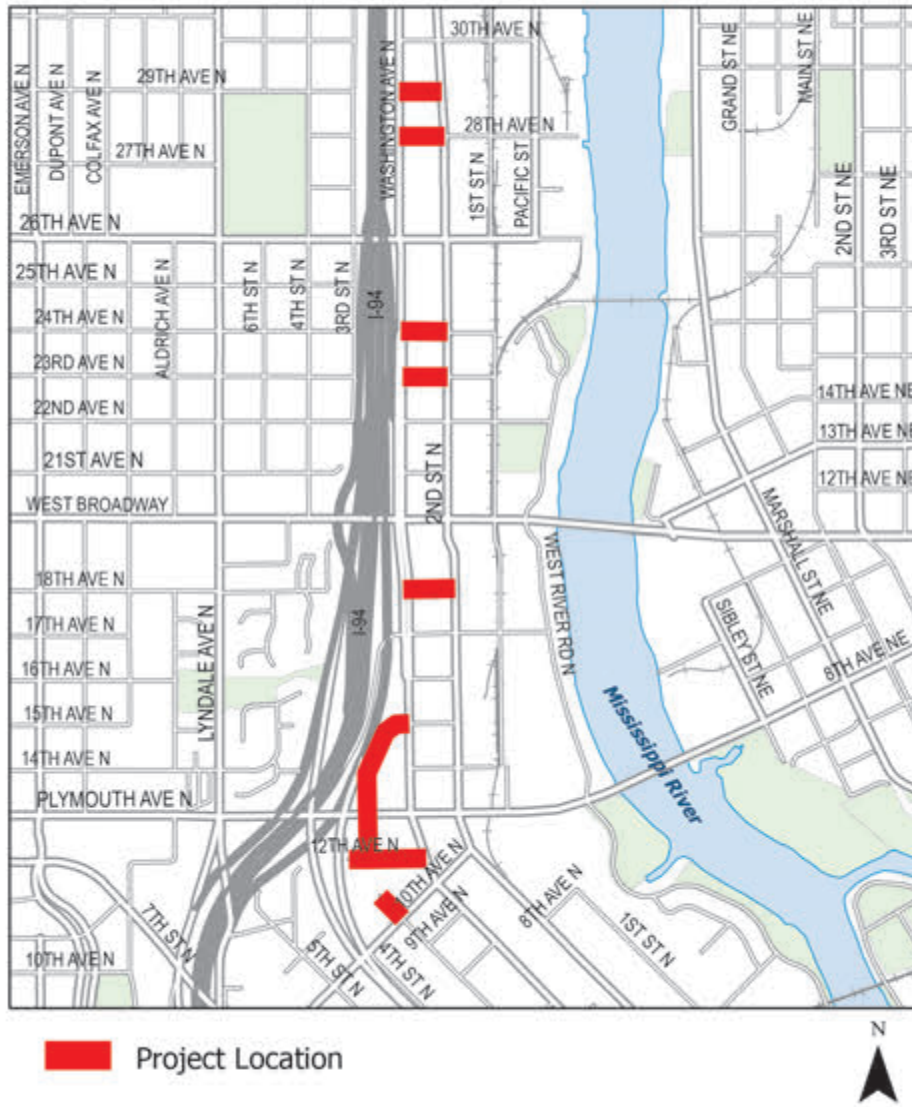
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one enhance the character of the area which helps preserve property values and the city's tax base.

North Industrial Paving



Capital Budget Request

Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)

Project Location: 9th St SE from 6th to 9th Ave 's SE

City Sector: East

Project Start Date: 4/15/21

Submitting Department: Public Works

Contact Person: Steven Hay

Level of Need: Important

Affected Wards: 3

Affected Neighborhood(s): Marcy-Holmes

Estimated Project Completion Date: 11/15/21

Department Priority: 59 of 64

Contact Phone Number: (612) 673-3884

Project Description:

The proposed project will reconstruct approximately 0.25 miles of 9th St SE between 6th Ave SE and 9th Ave SE. This segment of 9th St SE is a low volume roadway and there are no existing traffic counts. Currently, the existing corridor includes two traffic lanes and two parking lanes. There are sidewalks directly behind the curb on both sides of the street on the western segment of this corridor. There are no sidewalks on the eastern section of this corridor. There are no boulevards along the entire corridor. The area along the project corridor is a mixture of commercial and industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, and possibly boulevards with trees. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1959 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 45, measured in 2010. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2022 PCI estimate will be under 24. Ninth St SE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to add sidewalks, incorporate ADA compliant curb ramps, and possibly add boulevards with trees.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Special Assessments					300		300	
Transfer from General Fund					1,655		1,655	
Total					1,955		1,955	

Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				517		517
Construction Costs				1,345		1,345
General Overhead				93		93
Total				1,955		1,955

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 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

- 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 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.

2.2.2 Establish and use guidelines for the design and use of streets based on both transportation function and adjoining land use.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.

2.2.4 Develop strategies to mitigate and/or reduce negative impacts of transportation systems on adjacent land uses.

2.2.5 Engage transportation providers, transportation users, and other stakeholder groups in the transportation planning process.

Public Services and 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.

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

Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)

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 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?

Without the support of improvements to the streetscape it is possible that continued reuse & redevelopment of the 9th St SE Industrial character area could stagnate or slow. The area has some uses that might invite pedestrian activity from new residential development and the surrounding neighborhood, but a more approachable pedestrian environment would better guarantee continued activity to support further growth.

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

Relevant to the repaving of 9th St SE, The Marcy-Holmes Neighborhood Master Plan recommends planning "for pedestrian and bicycle safety" and improving "the bicycle and pedestrian environment on the Stone Arch Bike Boulevard" (the intersection of 9th St SE and 6th Ave SE).

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, sidewalks will be improved and new sidewalks added where there are gaps along the corridor as well as ADA compliant curb ramps.

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

Yes, 9th St SE has a right-of-way of that is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. There are currently no boulevards along the corridor with the sidewalks directly behind the curb. The area along the project corridor is a mixture of commercial and industrial uses.

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? (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,

Project Title: PV146 9th St SE (6th Ave SE to 9th Ave SE)
--

materials, contracts, energy savings, etc:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .22 miles, the estimated annual cost to maintain this roadway is \$2,500.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

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

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

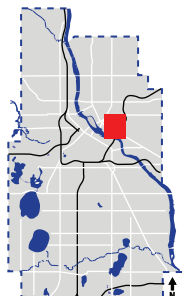
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

9th St SE Paving



 Project Location



Project Title: PV147 Girard Ave S (Lake St to Lagoon Ave)
Project Location: Girard Ave S from Lake St to Lagoon Ave

City Sector: Southwest

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Becca Hughes

Level of Need: Important

Affected Wards: 10

Affected Neighborhood(s): Lowry Hill East

Estimated Project Completion Date: 11/15/20

Department Priority: 60 of 64

Contact Phone Number: (612) 673-3594

Project Description:

The proposed project will reconstruct approximately .06 miles (approximately 320 feet) of Girard Ave S between W Lake Street and Lagoon Ave. While no measurements are available specifically on Girard Ave S, given the location of the corridor within the Uptown Activity Center, pedestrian, bicycle and automobile mode volumes are all expected to be high based on the need to access businesses proximate to the corridor. Currently, the existing corridor includes sidewalk on both sides of the street and two traffic lanes. The area along the short project corridor consists of commercial uses and higher density residential uses within a mixed-use building as well as a surface parking lot. The project is a reconstruction project involving and will include new sidewalks, pavement, curb and gutter, and utility improvements. The project will also include new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1930, and the street is rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 40 in 2009. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2020 PCI estimate ranges from 0-18, which is a very poor PCI rating. This segment of Girard Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds				370			370	
Special Assessments				50			50	
Total				420			420	

Project Title: PV147 Girard Ave S (Lake St to Lagoon Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			123			123
Construction Costs			277			277
General Overhead			20			20
Total			420			420

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

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

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
- 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.

2.6.6 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: PV147 Girard Ave S (Lake St to Lagoon Ave)

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 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

10.9.4 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.

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.

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, the corridor is not on an existing or planned transitway but it is in close proximity to the Uptown Transit Station with access to Metro Transit Routes 6, 12, 17, 21, 23, 53, 114 and 115. The Midtown Greenway provides a bicycle and pedestrian connection and runs east/west and is located directly below the station. Both Lake Street and Hennepin Avenue are planned transitways and high-volume pedestrian corridors, creating additional pedestrian demand on adjacent streets such as Girard Ave. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project and will improve access and connectivity to transit and nearby streets and trails.

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

Yes, providing improved sidewalks, crosswalks and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of Girard Ave S from W Lake Street to Lagoon Ave is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalks on both sides of Girard are at the back of curb, however, recent upgrades to the sidewalk (including boulevard planters) have been implemented as part of a redevelopment on the east side. Pedestrian style lighting is incorporated on both sides of the street as are intermittent tree plantings. The area along the project corridor is commercial in nature, although a mix of uses exists.

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? (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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .06 miles, the estimated annual cost to maintain this roadway is \$600.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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 or earlier, completing a design in 2019 and reconstruction in 2020.

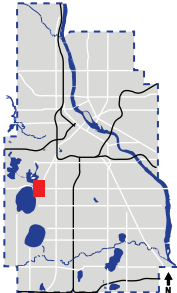
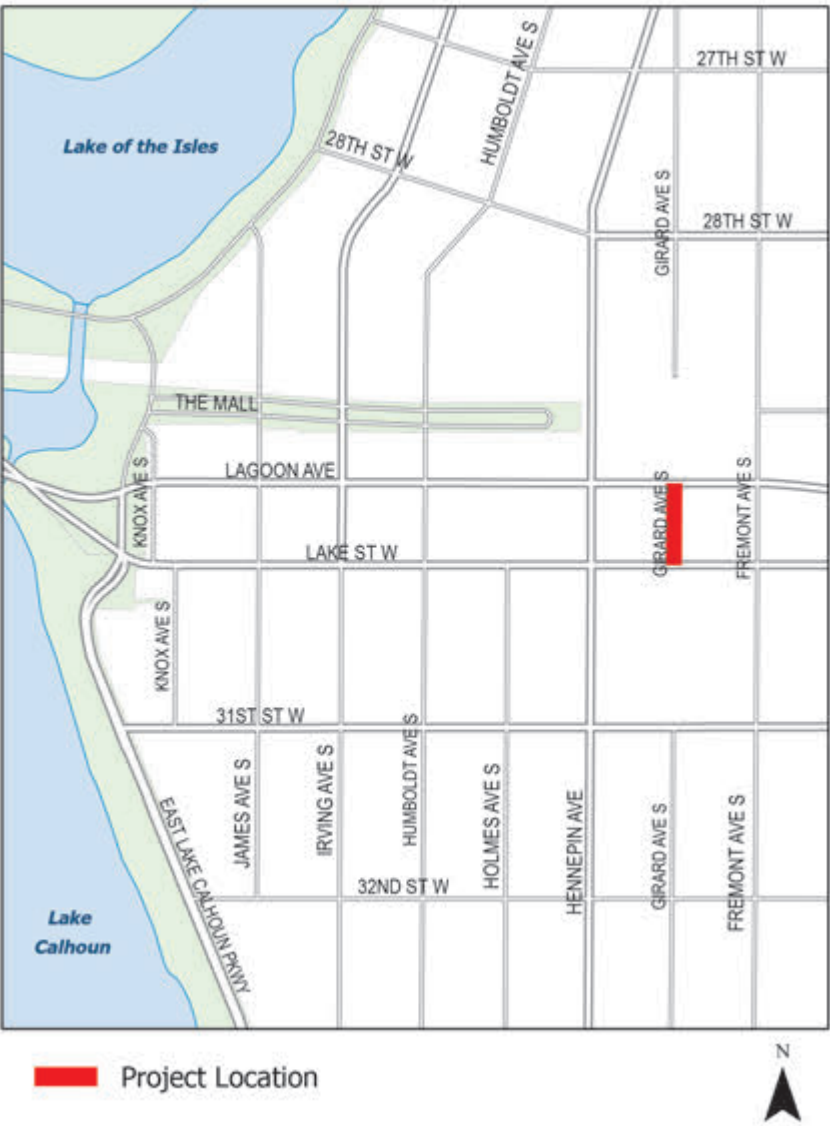
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Girard Ave S Paving





Capital Budget Request

Project Title: PV148 6th St NE (1st Ave NE to Central Ave)

Project Location: 6th St NE, 1st Ave NE to Central Ave
City Sector: East
Project Start Date: 4/15/19
Submitting Department: Public Works
Contact Person: Kurt Wayne
Level of Need: Important

Affected Wards: 3
Affected Neighborhood(s): Nicollet Island/East Bank
Estimated Project Completion Date: 11/15/19
Department Priority: 61 of 64
Contact Phone Number: (612) 673-5011

Project Description:

The proposed project will reconstruct less than 0.1 miles of 6th St NE (not a Municipal State Aid Route) between 1st Avenue Northeast and Central Avenue Northeast. This corridor does not have estimates for pedestrian, bicycle, or automobile traffic. Currently, the existing corridor includes sidewalk on both sides of the street. The corridor includes metered on-street parking on both sides and two traffic lanes. The area along the project corridor abuts a mixed use multifamily residential property and commercial properties. The project is a reconstruction project involving new sidewalk, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1966 and is currently rated in very poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 36 in 2011 (estimated PCI of 9 in 2020). This segment of 6th Street NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps and address sidewalk conditions.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds			80				80	
Special Assessments			50				50	
Transfer from Special Revenue Funds			315				315	
Total			445				445	

Project Title: PV148 6th St NE (1st Ave NE to Central Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		122				122
Construction Costs		302				302
General Overhead		21				21
Total		445				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:

No grants or non-city funding 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

- 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
- Equitable systems and policies lead to a high quality of 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
- 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
- Iconic, inviting streets, spaces, and buildings create a sense of place
- All Minneapolis residents, visitors, and employees have a safe and healthy environment

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.

Project Title: PV148 6th St NE (1st Ave NE to Central Ave)

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.

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.

6.2.6 Support the development of multi-modal transportation networks.

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.

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.

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:

Among the top priorities of the Nicollet Island-East Bank Neighborhood Small Area Plan is to "increase emphasis on the pedestrian with amenities such as artwork, wider sidewalks, trees, parklets, enhanced lighting, street "furniture" (benches, tables, etc., and transparent building facades)."

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, providing improved sidewalks and ADA compliant curb ramps are an integral part of this project.

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

The right-of-way of 6th Street NE from 1st to Central Avenue is 80 feet wide. Currently, the corridor contains 6 foot sidewalks, 5.5 to 9 foot boulevards, and a 40 foot wide street. The corridor should prioritize pedestrian space as a local street in a mixed-use activity zone, but the existing right-of-way could allow for this priority in design.

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? (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. In general, the cost to maintain a street/alley in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at less than 0.1 miles, the estimate 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:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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 a design in 2018, and reconstruction in 2019.

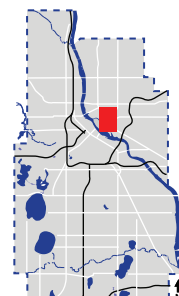
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction 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:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Project Location



Capital Budget Request

Project Title: PV150 1st Ave N (10th St N to Wash Ave)

Project Location: 10th St N to Washington Ave N

City Sector: Downtown

Project Start Date: 4/15/22

Submitting Department: Public Works

Contact Person: Simon Blenski

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Downtown West

Estimated Project Completion Date: 11/15/23

Department Priority: 64 of 64

Contact Phone Number: (651) 673-5012

Project Description:

The proposed project will renovate approximately 0.6 miles of 1st Avenue N in downtown Minneapolis by widening sidewalks where practical and improving the overall streetscape for pedestrians. The existing corridor includes two travel lanes, two bicycle lanes, two parking lanes, and sidewalks on both sides of the street. The project is located in the core of downtown and is lined by businesses, restaurants, and nightlife venues. Currently the corridor serves approximately 3,000 pedestrians, 400 bicyclists, and 13,000 vehicles per day. The proposed project involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, curb and gutter, and utility improvements as needed. The project will also include signal improvements, new signage, and new pavement markings as needed.

Purpose and Justification:

This project is intended to widen sidewalks and improve the right-of-way for pedestrians. An improved pedestrian zone will support the large number of downtown attractions along 1st Avenue N. However, the pavement condition along the project extent is generally rated in fair condition using the City's pavement management index with a Pavement Condition Index (PCI) rating ranging from 65 to 73. Therefore, this project proposes to leave the majority of street pavement in place, but pull curb lines out to create more room in the pedestrian zone.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds						2,286	2,286	
Special Assessments						1,170	1,170	
Transfer from General Fund						5,424	5,424	
Total						8,880	8,880	

Project Title: PV150 1st Ave N (10th St N to Wash Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					2,580	2,580
Construction Costs					5,877	5,877
General Overhead					423	423
Total					8,880	8,880

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:

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.

Project Title: PV150 1st Ave N (10th St N to Wash Ave)

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 10.9: 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.

10.9.4 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.

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.

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:

Renovation of the segment of 1st Avenue North stretching from Washington to 10th Street, including enhancement of pedestrian space through the moving out of curb lines and other improvements, could have significant economic development implications. The corridor, part of the North Loop that has experienced unprecedented revitalization in recent years, already features a high level of activity that would only further increase in consideration of the proposed improvements.

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

This segment of 1st Avenue features a number of surface parking lots that could likely become prime targets for redevelopment in coming years.

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

A large portion of the identified project falls within the Boundary of the Warehouse District Activity Center. The North Loop Small Area Plan also identifies 1st Avenue North as a Primary Pedestrian Corridor. This reconstruction project and pedestrian improvements involved in it support both of these designations.

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.

The project area is designated as a bicycle route, but is listed as "to be determined" based on further evaluation of parallel bikeways in downtown. The 2020 reconstruction of Hennepin Avenue in downtown (PV118) will include a street design with a protected bikeway, which will provide a comfortable north-south bikeway connection one block east of 1st Avenue N. The role of a bikeway on 1st Avenue N will need to be considered as it relates to Hennepin Avenue and other needs along the corridor.

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

Yes, the project area is a high-volume pedestrian corridor. The corridor is a designated pedestrian street lighting corridor and serves over 3,000 pedestrians an average weekday, with many more thousands on days with events. The project will provide a wider pedestrian space to support walking and enhance the streetscape in the corridor.

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

Yes, providing improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

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

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit use of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area. There is opportunity to use innovative design in this corridor to support walking and improve the streetscape.

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? 2022

What is the estimated annual operating cost increase or (decrease) for this project? (6,000)

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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.6 miles, the estimated annual cost to maintain this roadway is \$6,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2020 or earlier, completing a design in 2021 and reconstruction in 2022.

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

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

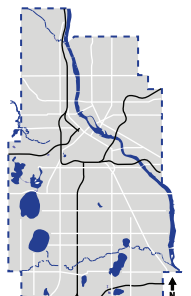
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

1st Avenue North



■ Project Location



Capital Budget Request

Project Title: PV152 Plymouth Ave (Xerxes Ave to Penn Ave)

Project Location: Plymouth Ave from Xerxes to Penn Ave's N

City Sector: North

Project Start Date: 4/15/22

Submitting Department: Public Works

Contact Person: Simon Blenski

Level of Need: Important

Affected Wards: 5

Affected Neighborhood(s): Willard-Hay

Estimated Project Completion Date: 11/15/22

Department Priority: 56 of 64

Contact Phone Number: (612) 673-5012

Project Description:

The proposed project will reconstruct approximately 0.5 miles of Plymouth Avenue North (Municipal State Aid Route 197) between Xerxes Avenue North and Penn Avenue North. This corridor serves an estimated 220 people walking, 140 people biking, and 4,700 people driving per day. Currently, the existing corridor includes sidewalk on both sides of the street, two bicycle lanes, two traffic lanes, and two parking lanes. The area along the project corridor is residential and abutting properties are predominantly single family homes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The segment west of Sheridan Avenue South was built in 1959 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 59 in 2011. The segment east of Sheridan Avenue South was built in 1975 and is currently rated in fair condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 66 in 2015. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2022 PCI estimate ranges from 9 - 50. This segment of Plymouth Avenue North has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid						3,515	3,515	
Net Debt Bonds						1,270	1,270	
Special Assessments						240	240	
Total						5,025	5,025	

Project Title: PV152 Plymouth Ave (Xerxes Ave to Penn Ave)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					1,146	1,146
Construction Costs					3,640	3,640
General Overhead					239	239
Total					5,025	5,025

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:

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 public services and facilities that promote health, safety and an enhanced quality of life for all members of this growing

Project Title: PV152 Plymouth Ave (Xerxes Ave to Penn Ave)

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 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:

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 Minneapolis Bicycle Master Plan describes this corridor as a Bicycle Lane route.

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

Yes, this corridor is served by Metro Transit Routes 7 and 32, with intersecting service provided on Penn Avenue North. The Plymouth Avenue North corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

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

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

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

Yes, the actual right-of-way of Plymouth Avenue North between Xerxes Avenue North and Penn Avenue North is 80 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way. The area along the project corridor is predominantly residential, with a neighborhood park, and a neighborhood commercial node at Penn Avenue North.

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? 2022

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

Any Prior Year Remaining Bond Authorizations? No

Project Title: PV152 Plymouth Ave (Xerxes Ave to Penn Ave)

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 street. Given the length of this project at 0.5 miles, the estimated annual cost to maintain this roadway is \$5,000.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2020 or earlier, completing a design in 2021 and reconstruction in 2022.

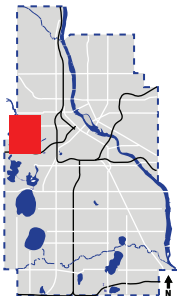
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Plymouth Ave Paving



Project Title: PV154 Franklin Ave W (Hennepin to Lyndale)

Project Location: Franklin Ave W from Hennepin to Lyndale Ave's
City Sector: Southwest
Project Start Date: 4/15/22
Submitting Department: Public Works
Contact Person: Forrest Hardy
Level of Need: Important

Affected Wards: 10
Affected Neighborhood(s): Lowry Hill East
Estimated Project Completion Date: 11/15/22
Department Priority: 57 of 64
Contact Phone Number: (612) 673-5951

Project Description:

The proposed project will reconstruct approximately 0.16 miles of Franklin Ave W (Municipal State Aid Route 308) between Hennepin Ave S and Lyndale Ave S. This corridor serves an estimated 950 pedestrians, 250 bicyclists, and 6,800 vehicles per day. The existing corridor includes a sidewalk at the back of curb on both sides of the street, two travel lanes, and two rush hour restricted parking lanes. The land use along the project corridor is mostly multi-family residential with some commercial parcels at the eastern extent. The land use within the broader area is a mixture of multi-family and single-family residential with commercial corridors that frame the project limits along Hennepin Ave S and Lyndale Ave S. Typical reconstruction projects include new sidewalks, boulevard or furnishing zone amenities, ADA pedestrian ramps, curb and gutter, pavement and sub-base, and utility improvements. The segment is also included on the bicycle master plan which indicates that bike lanes should be implemented. The project will also include signal improvements, pedestrian lighting, new signage, and new pavement markings, as needed.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1962 and is currently rated in poor condition by the City's pavement management system with a Pavement Condition Index (PCI) rating of 55 in 2011. Streets with PCI's in this range often degrade at a rate of 2 – 5 points per year; therefore the year 2022 PCI estimate ranges from 0 - 33. This segment of Franklin Avenue has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds						2,580	2,580	
Special Assessments						45	45	
Total						2,625	2,625	

Project Title: PV154 Franklin Ave W (Hennepin to Lyndale)**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					425	425
Construction Costs					2,075	2,075
General Overhead					125	125
Total					2,625	2,625

Have Grants for this Project been secured? ☐

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

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:

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.

Project Title: PV154 Franklin Ave W (Hennepin to Lyndale)

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 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:

Street repaving along West Franklin will support a burgeoning community corridor that features high frequency transit, new residential development, and other important activity.

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

Two major redevelopment projects are currently slated for the southwest and southeast corners of the intersection of Franklin Ave W and Lyndale Ave. Improvements to the streetscape on Franklin Ave W will support the accompanying increased pedestrian and transit activity at the intersection and increasing the likelihood of further redevelopment.

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 Lyn-Lake Small Area Plan calls for improvements to the intersection of Franklin Ave W and Lyndale Ave S such as development of visible pedestrian crossings and bumpouts.

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 Minneapolis Bicycle Master Plan describes this corridor as a 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, this corridor is served by Metro Transit Route 2 with intersecting service on Routes 4 and 6 at Lyndale Ave S and Hennepin Ave S respectively. This segment of Franklin Ave is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project

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

Yes, providing improved sidewalks, crosswalks, ADA compliant curb ramps and bicycle accommodations are an integral part of this project.

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

Yes, the actual right-of-way of Franklin Ave W from Hennepin Ave S to Lyndale Ave S is 80 feet wide. The right of way includes

Project Title: PV154 Franklin Ave W (Hennepin to Lyndale)

many encroachments, including stair access to several apartment buildings which might limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard in the project segment.

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? 2022

What is the estimated annual operating cost increase or (decrease) for this project? (1,600)

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:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at .16 miles, the estimated annual cost to maintain this roadway is \$1,600.

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

Not Applicable

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

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2020 or earlier, completing a design in 2021 and reconstruction in 2022.

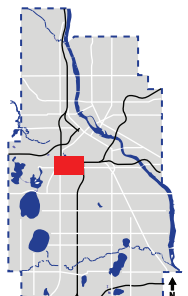
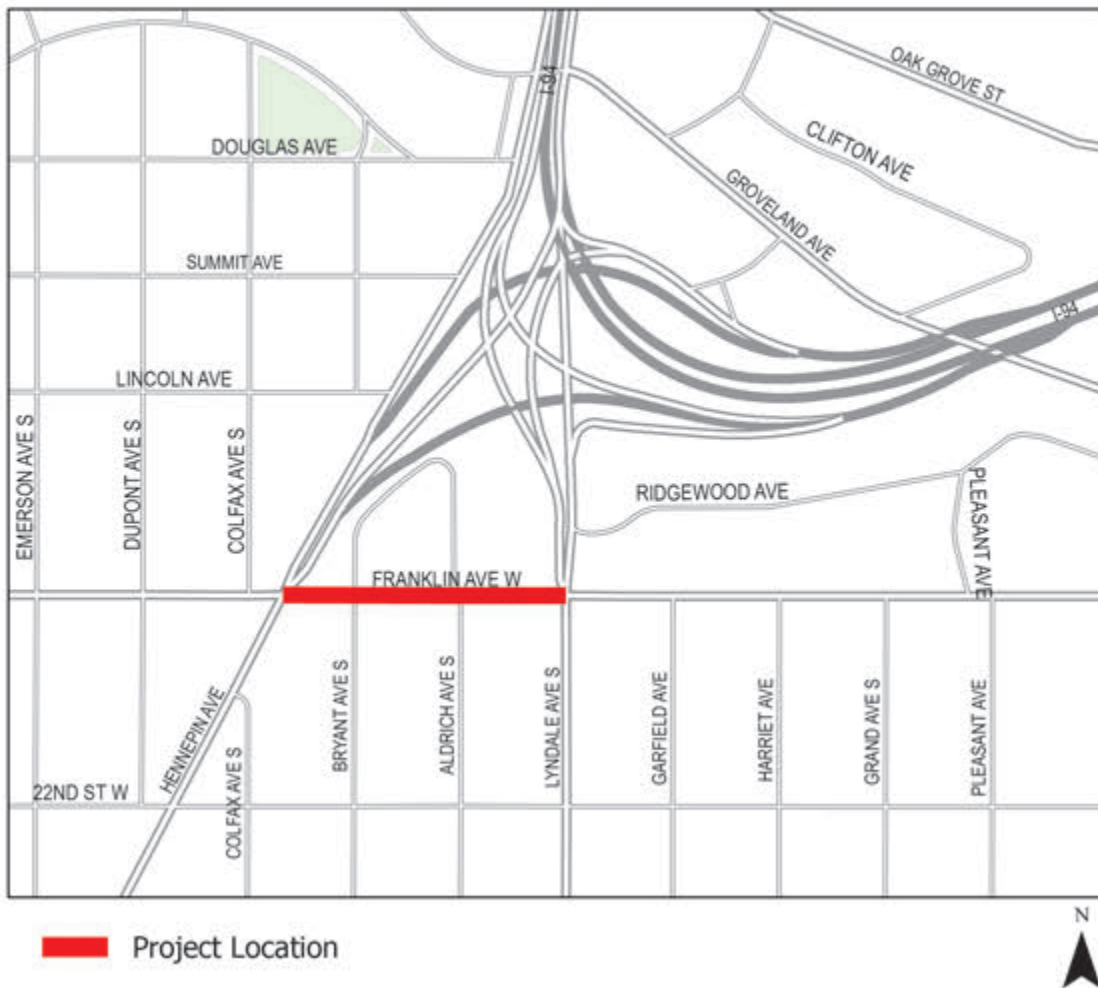
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Franklin Ave W Paving





Capital Budget Request

Project Title: PV99R Reimbursable Paving Projects

Project Location: Various locations throughout the city

City Sector: Citywide

Project Start Date: 4/17/18

Submitting Department: Public Works

Contact Person: Larry Mastumoto

Level of Need: Desirable

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 12/1/22

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	2018	2019	2020	2021	2022	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	2018	2019	2020	2021	2022	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: 4/18/18

Submitting Department: Public Works

Contact Person: Larry Matsumoto

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/25

Department Priority: 5 of 64

Contact Phone Number: (612) 919-1148

Project Description:

To provide a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks. The work is done in neighborhood size areas on an approximate fifteen year cycle. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. The work performed must adhere to City of Minneapolis specifications. To provide access for persons with disabilities by installing ADA compliant pedestrian curb ramps at street corners and other locations as per Federal requirements and the City of Minneapolis ADA Transition Plan.

Purpose and Justification:

This project assures that the public sidewalks are maintained and are in good repair. Not doing this project would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	1,525	335	345	355	365	375	1,775	385
Special Assessments	16,075	3,705	3,905	4,105	4,305	4,505	20,525	4,705
Total	17,600	4,040	4,250	4,460	4,670	4,880	22,300	5,090

Project Title: SWK01 Defective Hazardous Sidewalks

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	502	528	554	580	606	2,770
Construction Costs	3,346	3,520	3,694	3,867	4,041	18,468
General Overhead	192	202	212	222	232	1,062
Total	4,040	4,250	4,460	4,670	4,880	22,300

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:

Policy 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

Project Title: SWK01 Defective Hazardous Sidewalks

residential areas.

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 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.

10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.

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:

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 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.

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?

Project Title: SWK01 Defective Hazardous Sidewalks

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



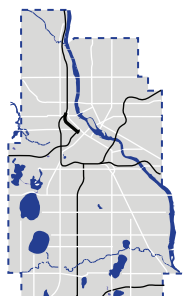
Broken Sidewalk



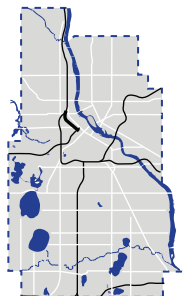
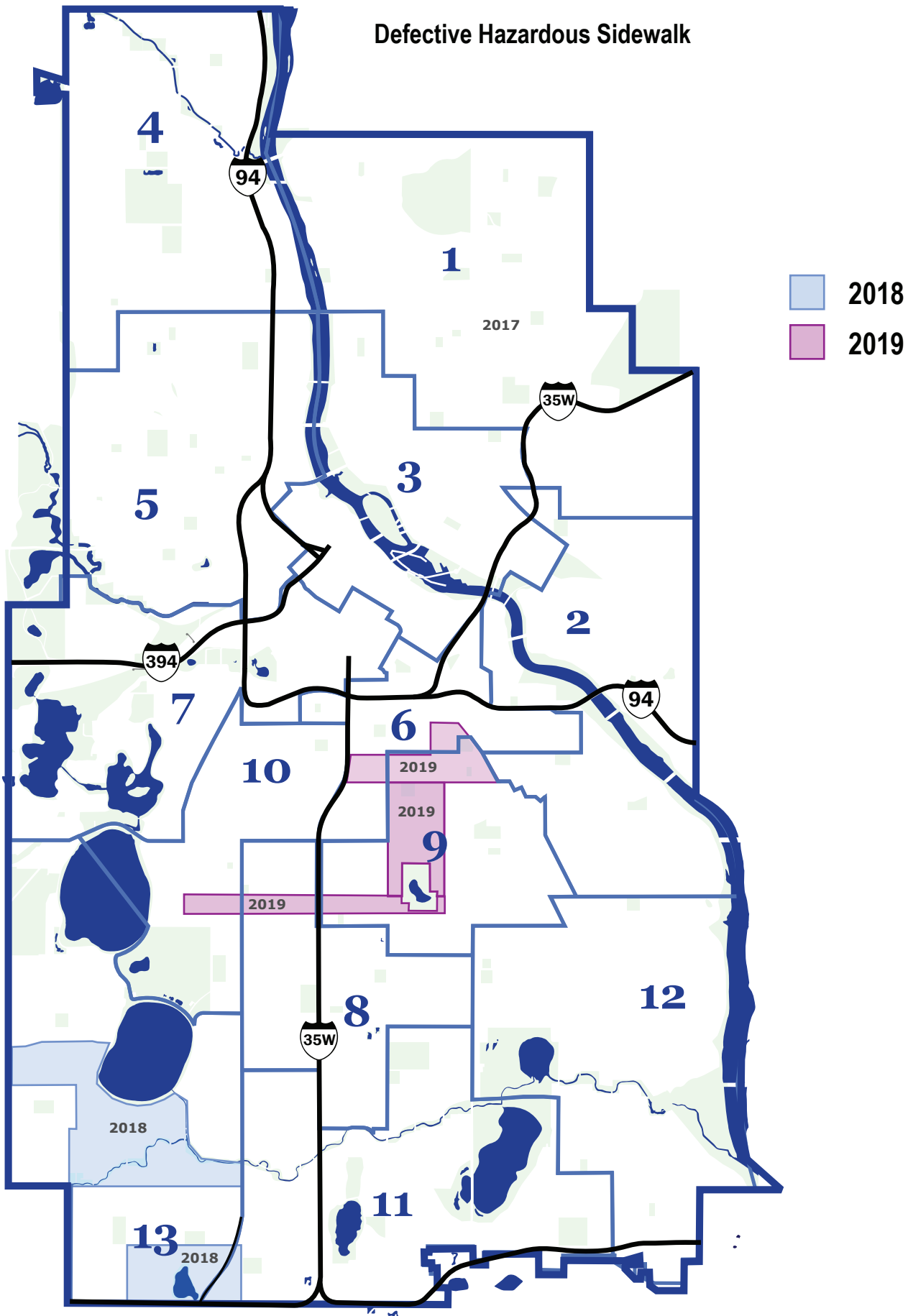
Projecting Sidewalk



Uneven Sidewalk



Defective Hazardous Sidewalk



Project Title: SWK02 Sidewalk Gaps

Project Location: Citywide

City Sector: Citywide

Project Start Date: 5/1/18

Submitting Department: Public Works

Contact Person: Kelsey Fogt

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/23

Department Priority:

Contact Phone Number: (612) 673-3885

Project Description:

The proposed program will work toward filling sidewalk gaps by installing public sidewalks where they are missing on one or both sides of the street. The 2009 Pedestrian Master Plan identifies 108 miles of sidewalk gaps. This program acknowledges the importance of sidewalks as a crucial component of the transportation network in accordance with the Complete Streets Policy. Work is being done to update the existing gaps database and inform the selection of gaps for funds from years 2019-2022. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing defective public sidewalks.

Purpose and Justification:

This program works to ensure that transportation corridors include sidewalks on both sides of the street. The initial funding year will target sidewalk gap site(s) with demonstrated pedestrian demand, available right of way, and minor or no grade and utility issues. The east side of Chicago Ave S from 44th St E to 46th St E has been identified as a potential 2018 project. Chicago Ave S is identified as a pedestrian priority corridor and pedestrian street lighting corridor. This section of Chicago Ave S is served by northbound Route 5 Metro Transit buses and has a well-worn path at the location of the sidewalk gap.

Many sidewalk gaps are anticipated to have grade, right of way, and utility conflicts and may require further review and detailed design work during site selection. Site investigation and construction feasibility for these is recommended to begin in 2017 or 2018 with potential construction in 2018, 2019, or beyond. The feasibility of implementation and timeline for 2019-2022 projects is dependent on design and engineering evaluation.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		150	150	150	150	150	750	150
Total		150	150	150	150	150	750	150

Project Title: SWK02 Sidewalk Gaps

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	29	29	29	29	29	143
Construction Costs	114	114	114	114	114	571
General Overhead	7	7	7	7	7	36
Total	150	150	150	150	150	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:

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:

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.

2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of

Project Title: SWK02 Sidewalk Gaps

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 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:

This project is coordinated with all other City capital projects with the Park Board and, Hennepin County 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.

The program is citywide and may include segments that are 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.

The program's goal is to improve the pedestrian experience by filling gaps in the sidewalk network. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process.

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

Yes, the primary purpose of the program is to provide 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

As a citywide program, projects will take place along a variety of street types and widths, including those with constrained right-of-way. There will be opportunities for innovation in design that will be based on the context of each project, including right of way availability, utility conflicts, and varying grades.

Operations & 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?

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 proposal has no effect on annual operating/maintenance costs. New sidewalks will be inspected for repair or replacement by the Sidewalk Inspection office in accordance with normal City practices. Funds for the operation of the Sidewalk Inspection office are provided by:

1. Sidewalk Construction Permit fees paid by contractors
2. Administrative fees paid by property owners when they are notified by the Sidewalk Inspections office and are required by ordinance to repair public sidewalk defects, or, when they request to use the City hired sidewalk contractor to make needed repairs to defective public sidewalk
3. Administrative fees paid by other City of Minneapolis departments when the sidewalk portion of their project work is constructed by the City hired sidewalk contractor.

The cost of maintenance of the public sidewalks is required by ordinance (City Charter, Chapter 8, Section 12 and 13) to be paid for by the adjacent property owner.

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:

Project Title: SWK02 Sidewalk Gaps

This is a program with multiple projects. Public Works anticipates beginning preliminary design one to two years before the project year.

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

Projects funded through this program are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

Capital improvement projects such as this one work toward completing a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Project Title: BR101 Major Bridge Repair and Rehabilitation
Project Location: Various locations throughout the city.

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Tracy Lindgren

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/22

Department Priority: 1 of 64

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	2,100	400	400	400	400	400	2,000	400
Total	2,100	400	400	400	400	400	2,000	400

Project Title: BR101 Major Bridge Repair and Rehabilitation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	40	40	40	40	40	200
Construction Costs	341	341	341	341	341	1,705
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

Transportation Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.

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.

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

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

The 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

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? (20,000)

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$73,982

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:

Not applicable.

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

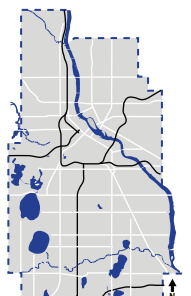
Not Applicable

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

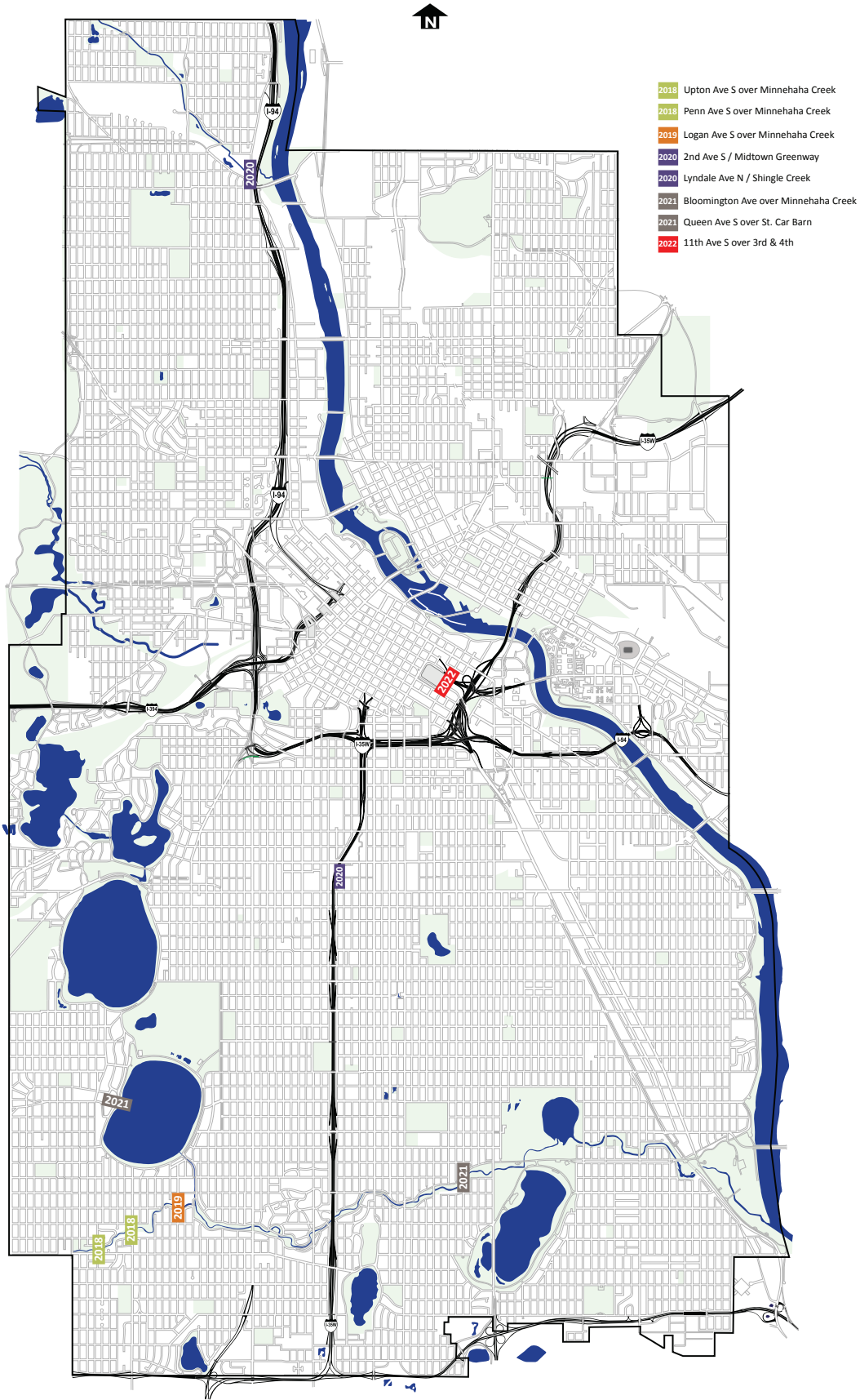
The size and scope of the work can be adjusted to utilize available funds.

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

The proposed funding level will allow for major repair and rehabilitation work that was beyond the scope of annual maintenance funding. This program allows for system-wide bridge deck major repairs to be undertaken, as well as major repair and rehabilitation of bridge piers, columns, sidewalks, and railings. These benefits will be realized at a later date when reductions of "Bridge Sufficiency Ratings" are minimized. This program allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City's bridges.



City of Minneapolis Bridge Repair Projects 2018 - 2022



Project Title: BR106 1st Ave S over HCRRA

Project Location: 1st Ave. S. over Midtown Greenway Corridor
City Sector: Southwest
Project Start Date: 4/15/20
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Significant

Affected Wards: 10
Affected Neighborhood(s): Whittier
Estimated Project Completion Date: 11/15/21
Department Priority: 41 of 64
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 approximately 120 bicyclists, and 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 28.7. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid				1,335			1,335	
Net Debt Bonds				3,455			3,455	
Total				4,790			4,790	

Project Title: BR106 1st Ave S over HCRRA

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			990			990
Construction Costs			3,572			3,572
General Overhead			228			228
Total			4,790			4,790

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

This project maintains existing transportation infrastructure, including a robust street and sidewalk network—in furtherance of the following City Goals.

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.

Project Title: BR106 1st Ave S over HCRRA

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.

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.

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:

The design of this project will be completed in collaboration with MnDOT State Aid, the State Historic Preservation Office (SHPO), and the Hennepin County Regional Railroad Authority (HCRRA).

HCRRA is the owner the Midtown Railroad corridor (also known as the Midtown Greenway), including the majority of bridges crossing the corridor.

SHPO is involved because the entire Midtown Railroad Corridor is 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 is designated with protected bicycle 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, the project is located on an existing high frequency transit route. Route 18, a high frequency route that runs between

Project Title: BR106 1st Ave S over HCRRA

Richfield and downtown Minneapolis, uses the project bridge crossing. Replacement of the bridge will ensure continued transit connectivity along this route.

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

Yes, improved sidewalks, providing ADA compliant curb ramps and protected bicycle lanes are an integral part of this project.

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

Yes, the right-of-way is constrained, 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? (5,250)

Any Prior Year Remaining Bond Authorizations? No

Prior Year Remaining Bond Authorizations: \$0

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

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in poor condition is \$5,250, which is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by Bridge Maintenance Foreman.

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

Not Applicable

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

Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

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

Not Applicable

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

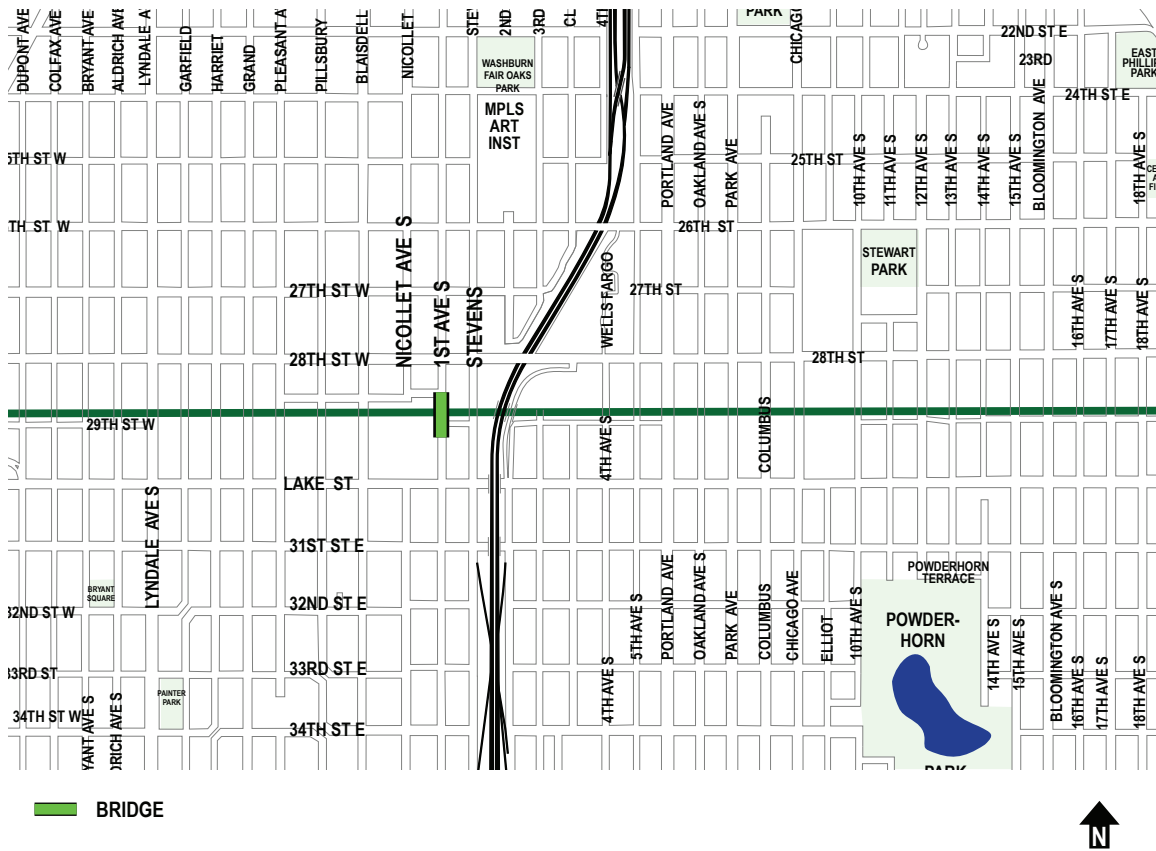
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

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

This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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 Bassetts 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: 11/30/21

Department Priority: 9 of 9

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Stormwater Revenue	0			1,380			1,380	
Total	0			1,380			1,380	

Project Title: BR117 1st St N Bridge over Bassetts Creek**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			312			312
Construction Costs			1,002			1,002
General Overhead			66			66
Total			1,380			1,380

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 non-City funds have not been secured; If applicable other sources of funding will be solicited in the future.

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

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.

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.

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

Project Title: BR117 1st St N Bridge over Bassetts Creek

remaining bond authorizations:

Not Applicable

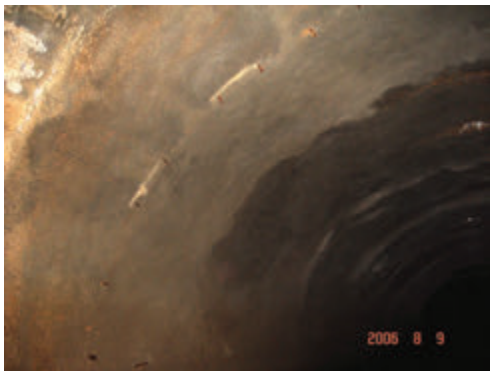
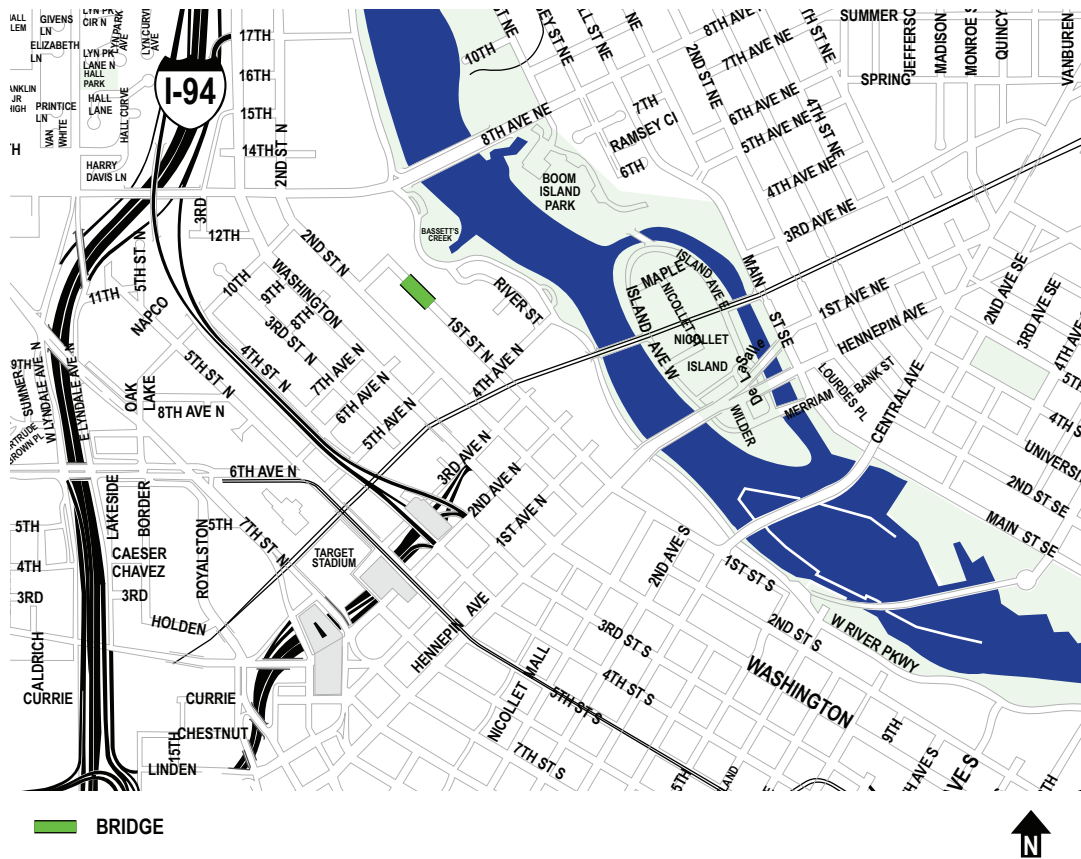
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

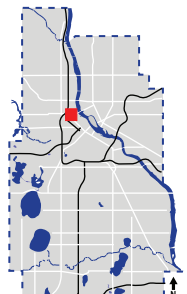
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project will be constructed in one construction season.

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: BR127 Nicollet Ave over Minnehaha Creek

Project Location: 52nd St W to 54th St E
City Sector: Southwest
Project Start Date: 3/16/22
Submitting Department: Public Works
Contact Person: Meseret Wolana
Level of Need: Important

Affected Wards: 11
Affected Neighborhood(s): Fuller Tangle town
Estimated Project Completion Date: 11/15/23
Department Priority: 54 of 64
Contact Phone Number: (612) 673-3527

Project Description:

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

Purpose and Justification:

The existing bridge has a current Sufficiency Rating of 65.9. 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 existing bridge has a current Sufficiency Rating of 65.9. 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 existing bridge has a current Sufficiency Rating of 65.9. 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, 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds						8,459	8,459	
State Grants						16,235	16,235	
Total						24,694	24,694	

Project Title: BR127 Nicollet Ave over Minnehaha Creek**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					3,670	3,670
Construction Costs					19,848	19,848
General Overhead					1,176	1,176
Total					24,694	24,694

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 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
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- 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

Project Title: BR127 Nicollet Ave over Minnehaha Creek

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.

8.1.4 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 MnDOT State Aid, the Minneapolis Park and Recreation 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 Ave S is in the Bicycle Master Plan as a route with bicycle 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, Nicollet Avenue South is served by Metro Transit Bus route 18. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

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

Yes, the project proposes to improve the sidewalks and bridge railings.

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

Yes, the right-of-way is constrained by the width of the bridge. There should be sufficient width to accommodate all necessary

Project Title: BR127 Nicollet Ave over Minnehaha Creek

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

Year that Operating Incr/(Decr) will take effect? 2022

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:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

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

This project requires MnDOT State Aid review and approval and design needs to begin 3 years prior to construction.

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

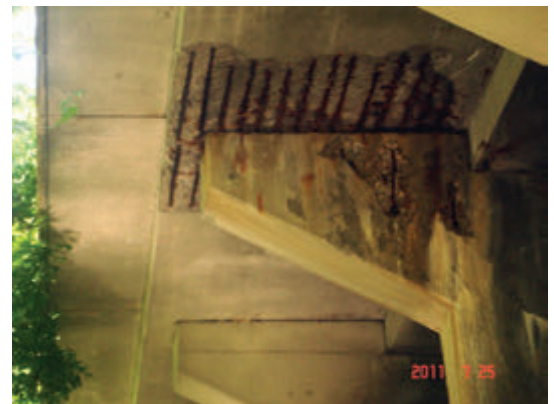
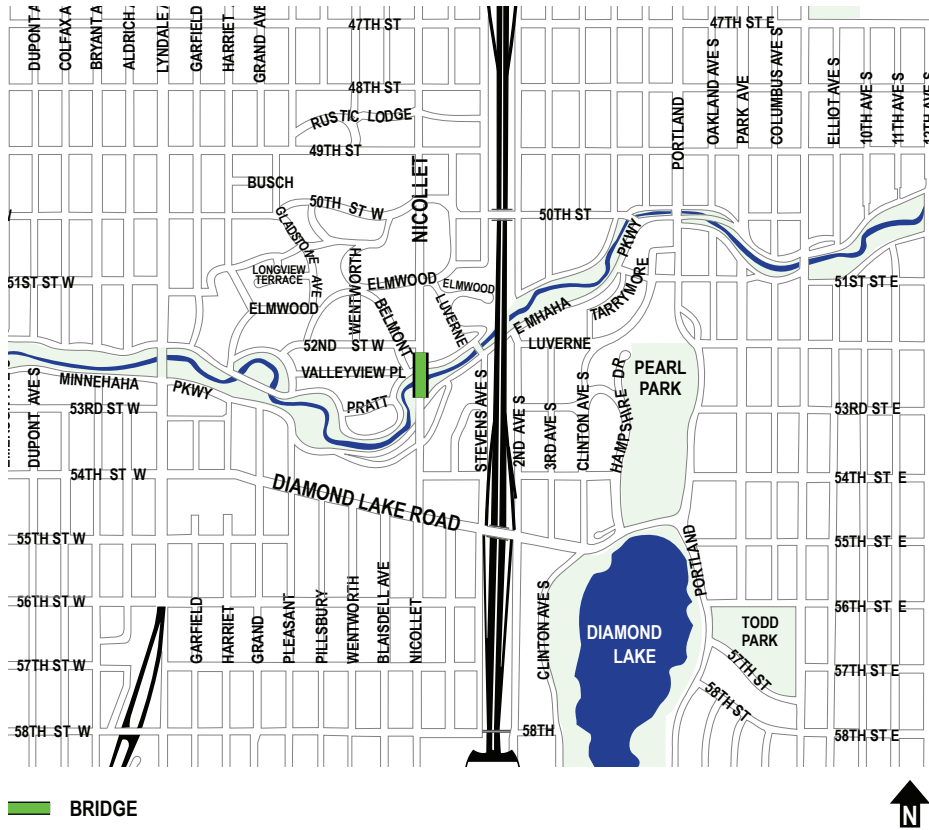
Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2022.

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

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:

The Minneapolis Plan for Sustainable Growth states: "Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and business 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."



Capital Budget Request

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR

Project Location: on Cedar Lake Road between Morgan Ave and Chestnut Ave	Affected Wards: 5
City Sector: North	Affected Neighborhood(s): Various
Project Start Date: 4/15/21	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority: 44 of 64
Contact Person: Meseret Wolana	Contact Phone Number: 612 673-3527
Level of Need: Important	

Project Description:

This project proposes the rehabilitation of two bridges on Cedar Lake Road (MSA route 406) which cross the BNSF railroad tracks, the CP Rail railroad tracks, and Bassett Creek. The bridges serve an estimated 2000 vehicles per day and 80 bicycles per day. 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 86.8. 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 65.0. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid					310		310	
Net Debt Bonds					815		815	
Total					1,125		1,125	

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				180		180
Construction Costs				891		891
General Overhead				54		54
Total				1,125		1,125

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:

Project Partners include BNSF Railway (owner of one of the bridges), CR Rail who operates underneath another bridge, and Minneapolis Park and Recreation Board who owns and maintains a recreational trail. Bassett Creek Watershed District is another Project Partner as is Minnesota Department of Transportation.

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 9. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

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

The bridge currently accommodates all modes of travel (bicycle, pedestrian and vehicular). Sidewalks and bike lanes will be expanded to the amount practical without modifying the substructure.

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

The project will accommodate all modes of travel upon the bridge.

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

Project Title: BR133 Cedar Lake Road Bridges over Bassett Cr & RR
--

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:

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

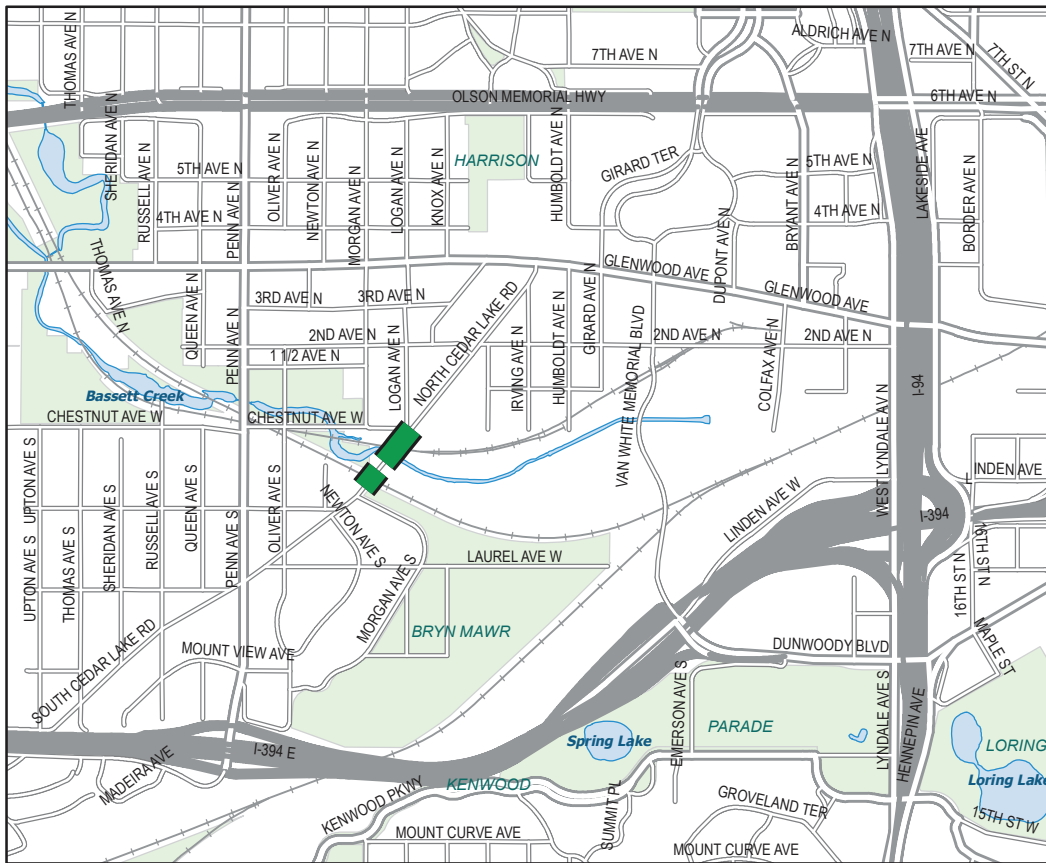
If this is a new project, describe the major project phases and timing anticipated for completing the project:

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 flexibility when the project can be completed. Do to efficiencies in construction and minimizing impacts to residents, it is most prudent to fund the project so both bridges can be completed concurrently.

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





Capital Budget Request

Project Title: TR008 Parkway Street Light Replacement

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Joe Laurin

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 17 of 64

Contact Phone Number: 612-673-5987

Project Description:

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. All poles installed after 2015 will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 35-40 poles can be fully replaced each year. There are approximately 720 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	1,510	270	350	350	350	350	1,670	350
Park Capital Levy		531	331				862	
Total	1,510	801	681	350	350	350	2,532	350

Project Title: TR008 Parkway Street Light Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	153	130	67	67	67	482
Construction Costs	610	519	267	267	267	1,929
General Overhead	38	32	17	17	17	121
Total	801	681	350	350	350	2,532

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, but in recent years, the funding has fluctuated with some years receiving no additional Park Board funds. The Park Board funds are in addition to the City net debt bond contribution. Any funding cuts act to delay the completion of the overall system replacement.

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 and industry illumination standards.

10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.

Project Title: TR008 Parkway Street Light Replacement

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? 2018

What is the estimated annual operating cost increase or (decrease) for this project? (6,000)

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:

It's estimated that personnel cost would be reduced by \$4,500 and equipment rental by \$1,500. As LED lights are installed savings of \$100 in maintenance and \$25 in electricity per fixture can be anticipated. At 40 poles and fixtures replaced per year the annual energy and maintenance savings cost is \$5,000.

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

Not Applicable

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

Not Applicable

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:

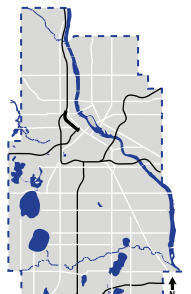
Not Applicable


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:

Money spent now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Lighting replacement is very scalable as it is a one for one pole replacement.

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.



	Parkway Street Light Replacement Citywide	Proposed: 2018-2022	TR008
	Contact: Joe Laurin 612-673-5987	Subject to Change	

Project Title: TR010 Traffic Management Systems

Project Location: Citywide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Alan Klugman

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 16 of 64

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 to increase reliability
? Lowry Ave N from Lyndale Ave to Marshall Ave
3. Install new communication links to traffic signals not currently connected to the TMC
? 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 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates over 800 traffic signals and approximately 20 are not connected to the City's TMC. Part of this program's focus is to install communication links to traffic signals not currently connected to the City's TMC. Depending on the bandwidth demands and site conditions, city staff will install either fiber optic cable or radio communication devices.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants	2,360							
Hennepin County Grants	500	175	350	225	275	200	1,225	200
Municipal State Aid	800		320	625	695	500	2,140	500
Net Debt Bonds	830	35	360	25	180	500	1,100	500
Total	4,490	210	1,030	875	1,150	1,200	4,465	1,200

Project Title: TR010 Traffic Management Systems

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	40	196	167	219	229	850
Construction Costs	160	785	667	876	914	3,402
General Overhead	10	49	42	55	57	213
Total	210	1,030	875	1,150	1,200	4,465

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
 - 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.
- A hub of economic activity and innovation: Businesses, big and small, start, move, stay and grow here
 - o Infrastructure, public services and community assets support businesses and commerce
 - o Areas of greatest need are focused on; promising opportunities are seized
- Great Places: Natural and built spaces work together and our environment is protected
 - o 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? 2018

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: \$400,000

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

The new communication links require about the same operating and maintenance costs as the existing network.

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

Not Applicable

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

Not Applicable

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

The 2016 communication project was delayed to better align with another project which will rebuild signals along the same corridors, University Avenue NE and Central Avenue NE, in 2017.

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

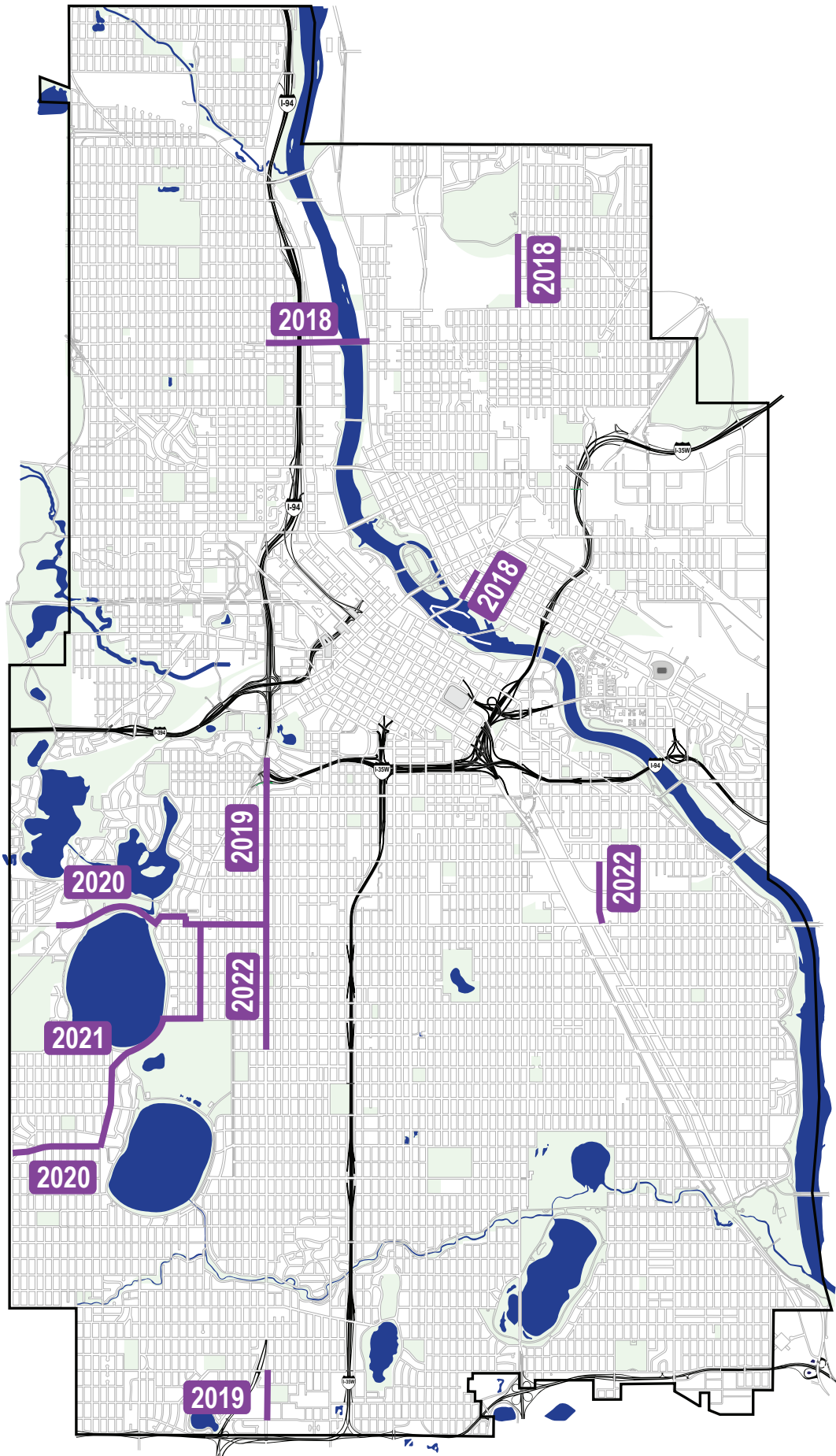
Not Applicable

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

There is flexibility to increase the amount of funding for each year, which would help cover unexpected costs. A reduction in funding could reduce or delay improvements to several areas of the City.

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: 1/2/18

Submitting Department: Public Works

Contact Person: Joe Laurin

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 15 of 64

Contact Phone Number: (612) 673-5987

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. A significant percentage of the City's poles 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. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others in poor condition. Additionally, around \$100,000 is allocated each year for in-place pole painting to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 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. A part of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested starting in 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	2,250	625	1,000	1,000	1,000	1,500	5,125	1,000
Total	2,250	625	1,000	1,000	1,000	1,500	5,125	1,000

Project Title: TR011 City Street Light Renovation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	119	190	190	190	286	976
Construction Costs	476	762	762	762	1,143	3,905
General Overhead	30	48	48	48	71	244
Total	625	1,000	1,000	1,000	1,500	5,125

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 satisfies the following city goals:

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

- o All neighborhoods are safe, healthy and uniquely inviting
- o Our neighborhoods have amenities to meet daily needs and live a healthy life
- Great Places: Natural and built spaces work together and our environment is protected
- o All Minneapolis residents, visitors and employees experience a safe and healthy environment
- o The city's infrastructure is managed and improved for current and future needs
- o 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
- o 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:

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? 2018

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: \$255,769

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 2017 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 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: TR011 City Street Light Renovation
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Not Applicable

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

Not Applicable

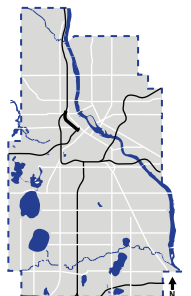
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Pole replacement and LED installs are very flexible and can easily be increased for additional funds.

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

Money spent now on the replacement and/or painting of light poles and bases will reduce the cost for maintenance of a system that is beyond its service life.

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED light fixtures compared to high pressure sodium lights fixtures has virtually been eliminated, as the technology and warranties appear much more reliable. The light fixture conversion would have great long-term benefits for the City.





Capital Budget Request

Project Title: TR021 Traffic Signals

Project Location: Various locations throughout the City
City Sector: Citywide
Project Start Date: 1/1/18
Submitting Department: Public Works
Contact Person: Alan Klugman
Level of Need: Important

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 12/31/22
Department Priority: 12 of 64
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.

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

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants								
Hennepin County Grants	675	400	125	125	125	250	1,025	250
Municipal State Aid	660		125	125	125	250	625	250
Net Debt Bonds	8,770	1,275	1,500	1,550	1,750	2,000	8,075	2,000
Other Local Govts	600							
Total	10,705	1,675	1,750	1,800	2,000	2,500	9,725	2,500

Project Title: TR021 Traffic Signals

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	319	333	343	381	476	1,852
Construction Costs	1,276	1,333	1,371	1,524	1,905	7,410
General Overhead	80	83	86	95	119	463
Total	1,675	1,750	1,800	2,000	2,500	9,725

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 has also begun a multiple year 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 satisfies the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
 - o Our neighborhoods have amenities to meet daily needs and live a healthy life
 - o 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
 - o All Minneapolis residents, visitors and employees experience a safe and healthy environment
 - o We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
 - o 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
 - o 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.

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: TR021 Traffic Signals

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:

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 and County have a Routine Maintenance Agreement that states the City will operate and maintain each traffic signal that are on County roadways and the County will pay for a portion of the operation and maintenance. The City is requesting that the County contributes additional capital funding to pay for signal upgrades on County roadways. The County has agreed to provide additional funding. The City is also establishing a partnership with MnDOT to address traffic signals along State Trunk Highways. 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.

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.

Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps.

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

Not Applicable

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? 2018

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: \$1,403,175

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

Project Title: TR021 Traffic Signals

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:

An extremely larger work load is anticipated for the 2017 construction season. The unspent bonds will be used to match the City's cost share of the 10 signals planned to be rebuilt in 2017 along University Avenue NE and Central Avenue NE as part of the partnership with MnDOT.

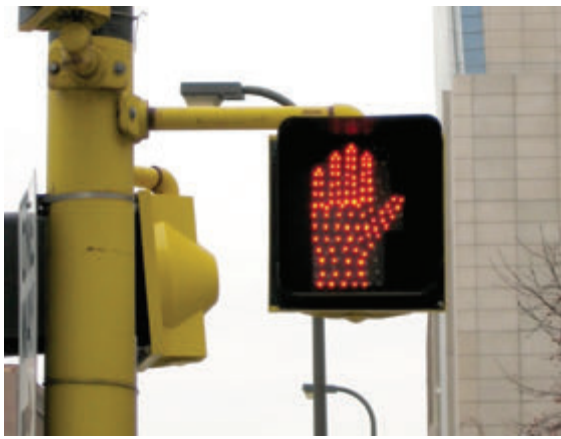
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

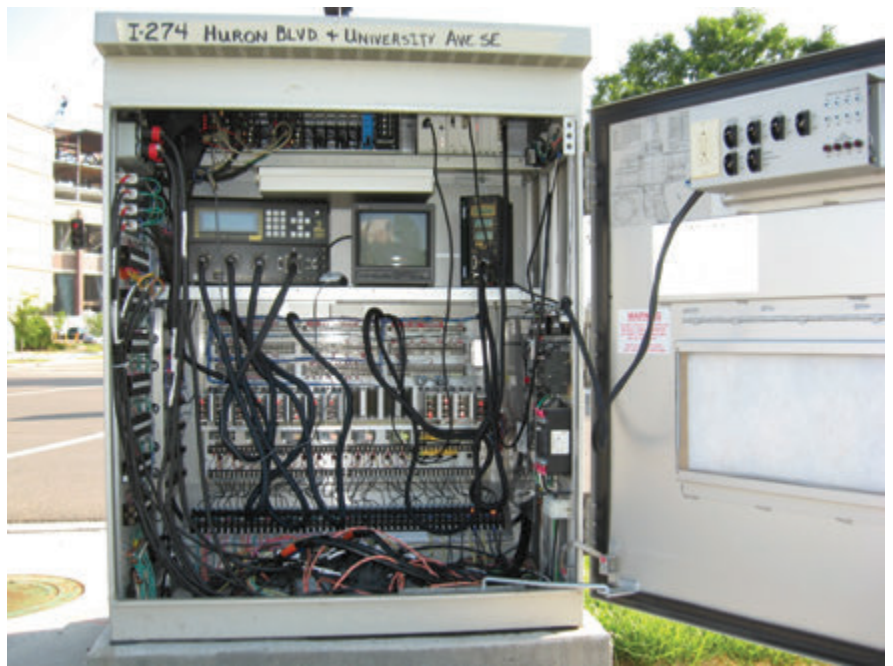
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers each year.

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:



Regular Ped Signal



New Signal Controller and Cabinet



Pedestrian Signal with Count-down Timer



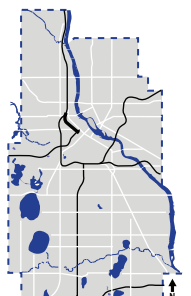
Accessible Pedestrian Signal



Old Traffic Signal Pole



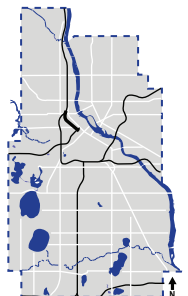
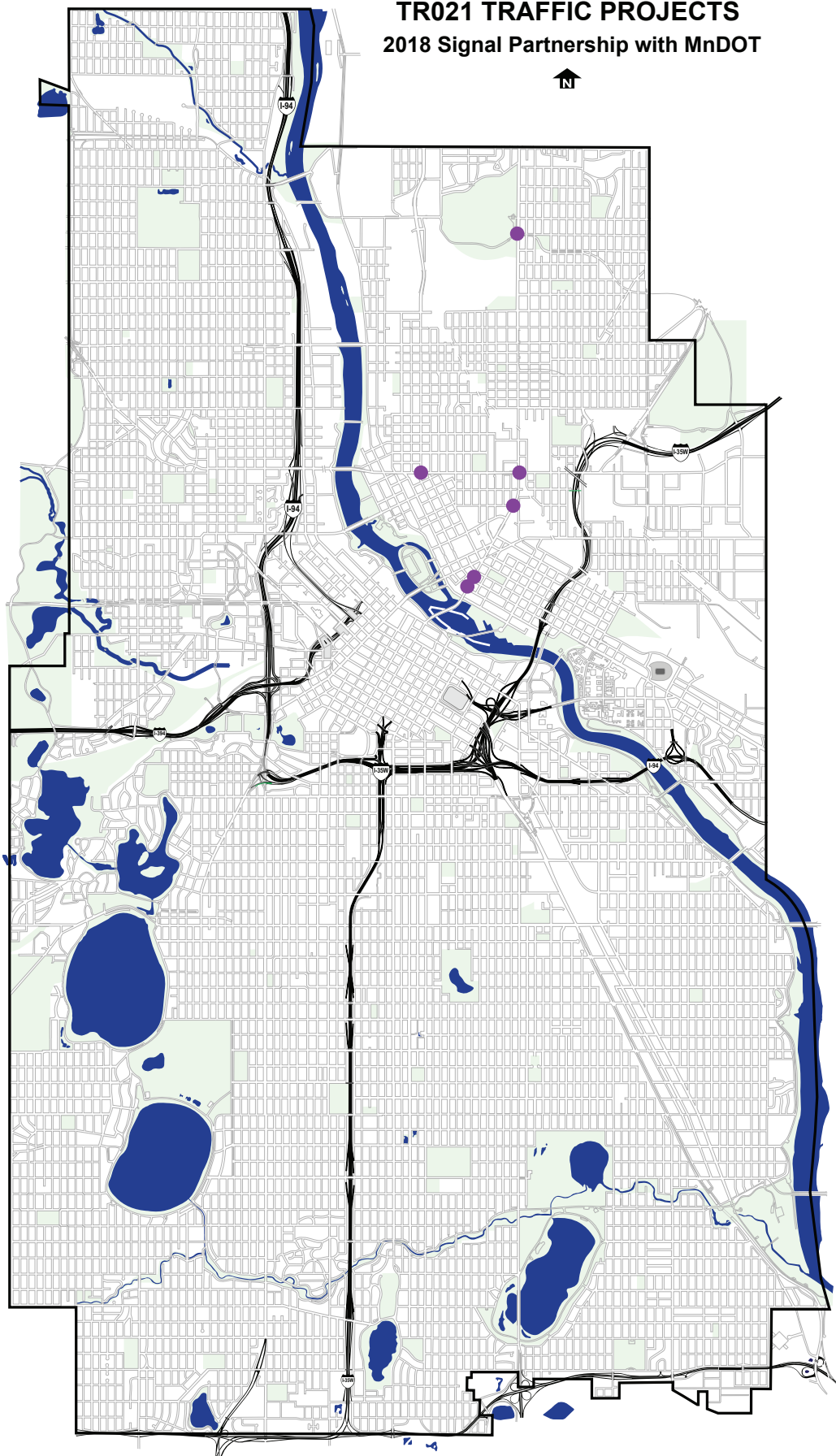
New Traffic Signal Pole



CITY OF MINNEAPOLIS

TR021 TRAFFIC PROJECTS

2018 Signal Partnership with MnDOT



Project Title: TR022 Traffic Safety Improvements

Project Location: Various locations throughout the City

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Allan Klugman

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 2 of 64

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 mast arms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown up to an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2018-2022. 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.

Additional safety projects include:

- installing durable pavement markings;
- updating or replacing existing street lights and bridge navigation lighting under various bridges/viaducts throughout the City;
- modifying street signs to comply with State and Federal standards;
- installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets;
- improving the condition and quality of bicycling and walking environments that provide access to and from schools.

Purpose and Justification:

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants	6,205	3,075					3,075	
Hennepin County Grants	1,068	200		650	1,350	200	2,400	200
Municipal State Aid	1,535			290	650	500	1,440	500
Net Debt Bonds	3,290	645	480	590	730	750	3,195	750
Other Local Govts	62							
State Grants	23							
Total	12,183	3,920	480	1,530	2,730	1,450	10,110	1,450

Project Title: TR022 Traffic Safety Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	747	91	291	520	276	1,926
Construction Costs	2,987	366	1,166	2,080	1,105	7,703
General Overhead	187	23	73	130	69	481
Total	3,920	480	1,530	2,730	1,450	10,110

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 2018 and 2021. In 2018, 9 signal systems in the Central Business District (CBD) will be rebuilt along 6th St S, 8th St S, and 11th Ave S. In 2021, 5 more signal systems in the CBD will be rebuilt along Hennepin Ave S and Harmon Place. The Federal government will provide 90% of the construction cost, with the City providing the remaining 10%.

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

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

Project Title: TR022 Traffic Safety Improvements

routes.

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 grant funded 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.

No

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes,

Project Title: TR022 Traffic Safety 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.

Yes. New signals will be equipped with newer APS technology and new ADA compliant ramps. Some of the intersection improvements may improve non-motorized safety.

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

Yes, the right-of-way is constrained at most intersections. Innovative design strategies will be explored if appropriate.

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? 6,000

Any Prior Year Remaining Bond Authorizations? Yes

Prior Year Remaining Bond Authorizations: \$819,644

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:

Two HSIP grant funded projects were bid in 2016 and began in the fall. A total of 36 signal systems will be rebuilt with the majority being constructed in 2017. All unspent bonds will be used up by the end of 2017.

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

Not Applicable

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

There is flexibility to increase funding in each year. Additional funding will allow Public Works to expedite some projects and allow for more safety measures to be implemented with additional projects.

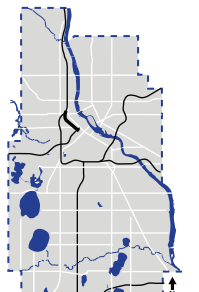
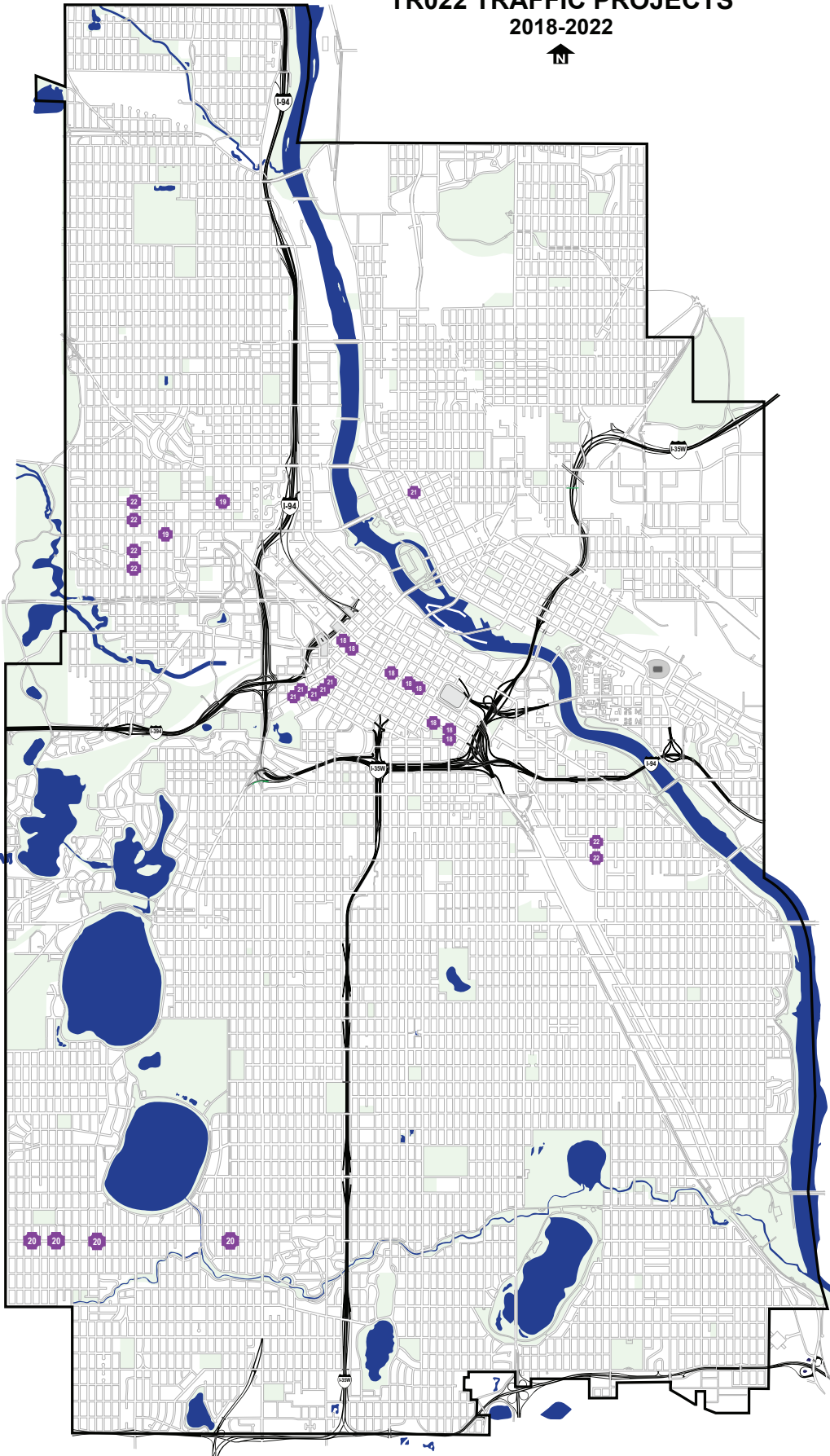
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This project will make improvements to the street network and promotes efficient safe movement of traffic by installing overhead signal indications, APS, and other infrastructure. The installation of overhead signal indications will help increase the signal visibility for drivers and reduce the number of right angle crashes, while installation of the APS will help vision-impaired individuals safely cross streets at signalized intersections. The installation of new roadway signing and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians more easily navigate the roadway network.

CITY OF MINNEAPOLIS

TR022 TRAFFIC PROJECTS

2018-2022



Capital Budget Request

Project Title: TR024 Pedestrian Street Lighting Corridors

Project Location: Various construction projects in the City
City Sector: Citywide
Project Start Date: 4/14/18
Submitting Department: Public Works
Contact Person: Joe Laurin
Level of Need: Significant

Affected Wards: All
Affected Neighborhood(s): City-Wide
Estimated Project Completion Date: 11/15/22
Department Priority: 20 of 64
Contact Phone Number: (612) 673-5987

Project Description:

The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's, and directed the department to remove the property assessment and owner petition requirements and provide City funding for the PSLC improvements.

Purpose and Justification:

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's were assessed to abutting property owners requiring a majority of owners to opt out of the assessment during road construction projects. This process was re-examined in 2013 and the City agreed to change the funding mechanism to not assess property owners along PSLC's. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PSLC's through street reconstruction are limited. This program allows for some accelerated installation of pedestrian-level street lighting on PSLCs, which are not part of the current street reconstruction program. At current 2015 costs per installed street light, the requested \$500,000 per year would allow for between 50 and 60 poles/fixtures annually to be installed on PSLC's.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	1,950	450	500	500	500	600	2,550	600
Total	1,950	450	500	500	500	600	2,550	600

Project Title: TR024 Pedestrian Street Lighting Corridors

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	86	95	95	95	114	486
Construction Costs	343	381	381	381	457	1,943
General Overhead	21	24	24	24	29	121
Total	450	500	500	500	600	2,550

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 satisfies the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
 - o All neighborhoods are safe, healthy and uniquely inviting
 - o 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
 - o Infrastructure, public services, and community assets support businesses and commerce
- Great Places: Natural and built spaces work together and our environment is protected
 - o We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
 - 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

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:

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.

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, this program specifically targets high-volume pedestrian corridors. Installing lighting will greatly improve safety and accessibility along these routes.

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

Yes, providing street lighting will improve the streetscape for pedestrians.

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

Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furniture zone behind the curb.

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? 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:

Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Public Works will adjust operating expense requests as the number of street light poles increases, but expects future operational savings in the existing street lighting system as existing fixtures are converted to LED. Some marginal energy savings from replacing pre-existing wood pole lighting, but added LED poles should offset that savings.

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

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize

Project Title: TR024 Pedestrian Street Lighting Corridors
--

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:

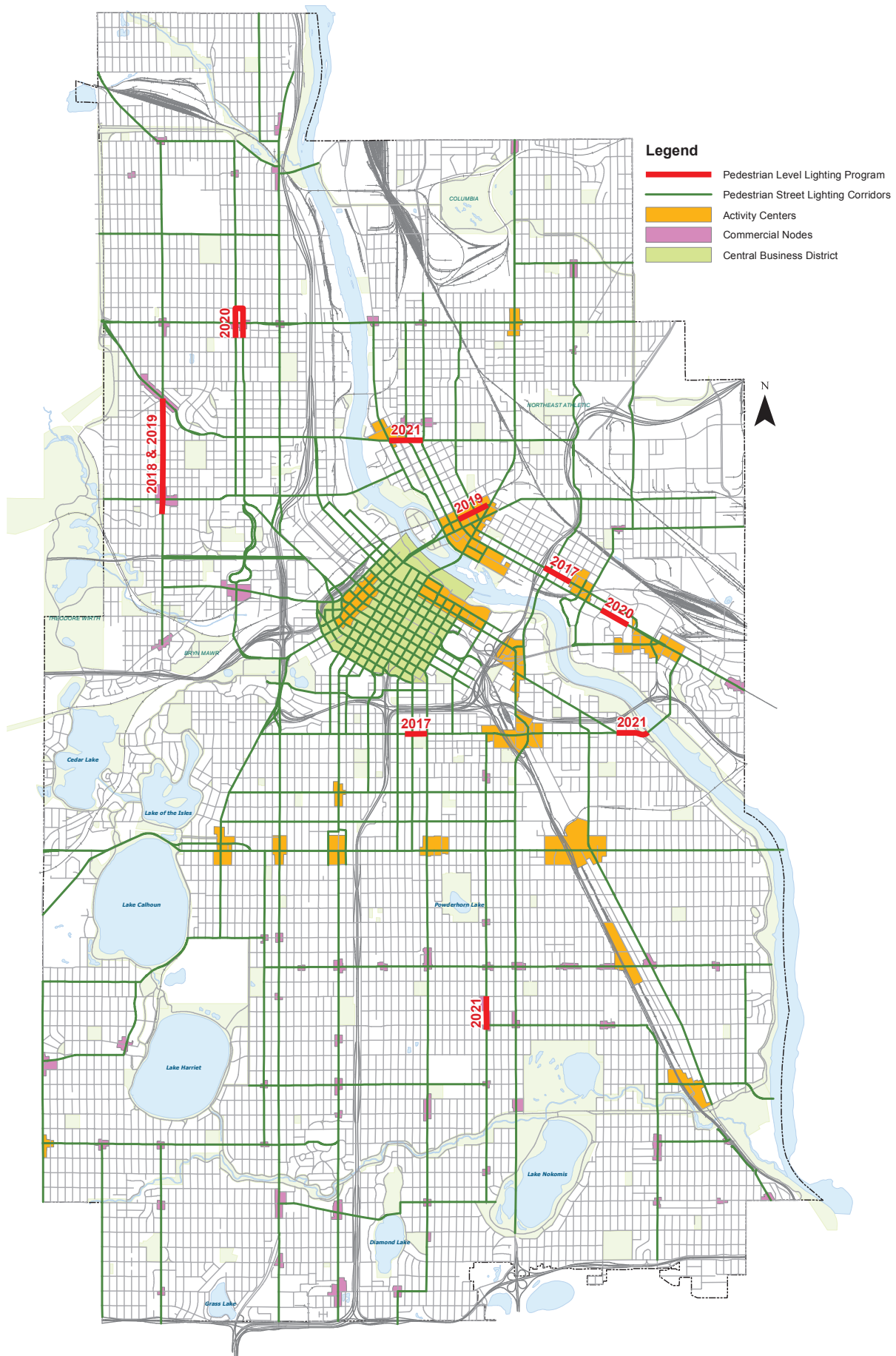
Not Applicable

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 flexibility to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional 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 program. Residents and businesses along corridors with street lighting in the past have used it to enhance their neighborhood identity using banners and holiday lighting.



Project Title: TR025 Sign Replacement Program

Project Location: Citywide	Affected Wards: All
City Sector: Citywide	Affected Neighborhood(s): City-Wide
Project Start Date: 4/14/18	Estimated Project Completion Date: 11/15/22
Submitting Department: Public Works	Department Priority: 13 of 64
Contact Person: Steve Mosing	Contact Phone Number: 612 673-5746
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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Municipal State Aid	610	305	305	305	305	305	1,525	305
Net Debt Bonds	1,180	590	590	590	590	590	2,950	590
Total	1,790	895	895	895	895	895	4,475	895

Project Title: TR025 Sign Replacement Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	170	170	170	170	170	852
Construction Costs	682	682	682	682	682	3,410
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:

This project satisfies the following city goals:

- Living well: Minneapolis is safe and livable and has an active and connected way of life
 - o 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
 - o Infrastructure, public services, and community assets support businesses and commerce
- Great Places: Natural and built spaces work together and our environment is protected
 - o We sustain resources for future generations: reducing consumption, minimizing waste and using less energy
 - o The city's infrastructure is managed and improved for current and future needs
 - o 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
 - o 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:

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?

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:

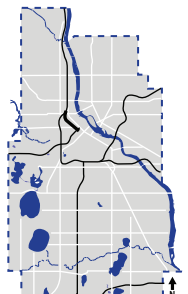
Not Applicable

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:

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:

The project started in 2012. In the first two years of the program, City staff completed an inventory and condition rating of the over 80,000 signs within the City. This was a necessary first step before embarking on the full installation program that will use the remaining project funding. Sign replacement began in 2014, and is continuing each year. More than half the signs still need to be replaced.





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	2018	2019	2020	2021	2022	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	2018	2019	2020	2021	2022	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: 1/1/18

Submitting Department: Public Works

Contact Person: Matthew Drydahl

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 11 of 64

Contact Phone Number: (612) 673-3642

Project Description:

This program 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:

The bicycle network has been expanded significantly in recent years, and many people are biking. However, not everyone feels comfortable and safe riding on a busy street in the same space as cars, even within a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren't an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities.

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 program includes all recommended protected bikeways in the 2018 - 2022 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:

Planned 2017 Projects

- 3rd Ave S/SE (1st St S to University Ave SE)
- 26th/28th St W (Portland Ave S to Hennepin Ave)
- Oak St SE Bus Stop (Oak Street SE and Delaware St)

Planned Future Projects 2018-2022

- University Ave SE (1st Ave NE to Oak St SE)
- 9th St S (Hennepin Ave S to Chicago Ave S)
- 10th St S (Hennepin Ave S to Chicago Ave S)
- Park/Portland (West River Pkwy to Washington Ave S)
- Dunwoody Blvd Trail (Van White Blvd to Hennepin Ave)
- Hennepin/1st Ave NE (Washington Ave to 5th St SE)
- Grant St (Willow St to 2nd Ave S)
- Marshall St NE (Hennepin Ave E to Lowry Ave NE)
- 1st Ave S (Grant St to 40th St)
- Blaisdell Ave S (Grant St to 29th St W)
- Loring Bikeway Gap (I-94 to Franklin Ave W)
- Oak St SE (Washington Ave to Walnut St)

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	2,800	1,000	1,140	1,940	1,000	1,000	6,080	1,000
Total	2,800	1,000	1,140	1,940	1,000	1,000	6,080	1,000

Project Title: BIK28 Protected Bikeways Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	190	217	370	190	190	1,158
Construction Costs	762	869	1,478	762	762	4,632
General Overhead	48	54	92	48	48	290
Total	1,000	1,140	1,940	1,000	1,000	6,080

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

- 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

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 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.

2.6.4 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.

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:

Not Applicable

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 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 private motor vehicle.

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

These projects will provide a more comfortable bicycle facility than standard bike lanes.

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

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? New

What is the expected useful life of the project/improvement? 10

Project Title: BIK28 Protected Bikeways Program

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? Yes

Prior Year Remaining Bond Authorizations: \$977,646

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

Public Works is still assessing the costs of maintenance for protected bikeways. A winter walking and biking study is currently underway. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

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

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations. 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 (\$977,646) will be expended to implement projects listed above. Candidate projects include Grant St, Oak St, University Ave, completing upgrades to existing facilities, and implementing innovative treatments.

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

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before each protected bikeway project is scheduled for implementation.

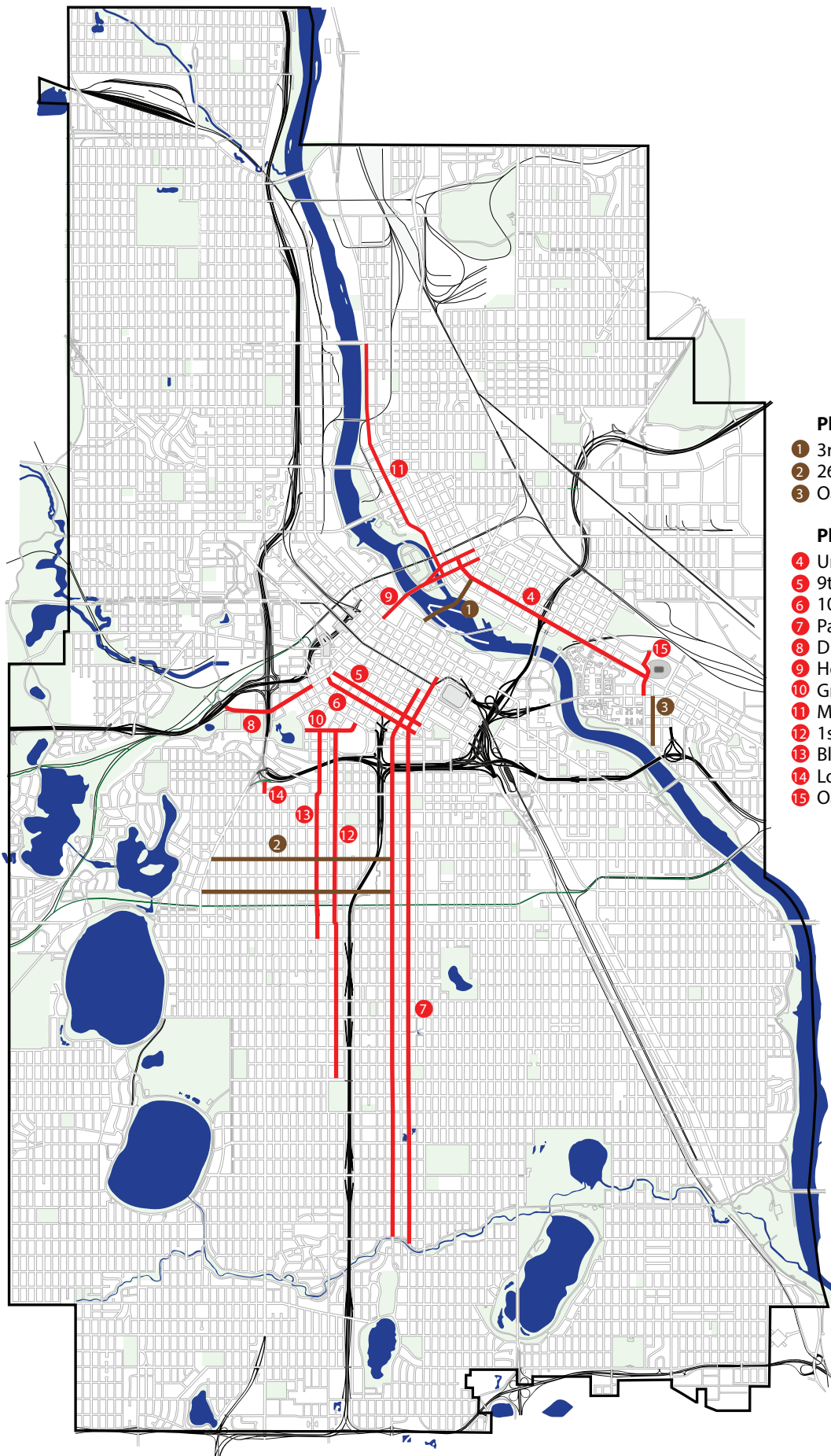
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

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

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Protected bikeway projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.

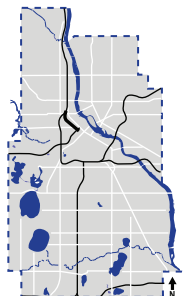


Planned 2017 Projects

- 1 3rd Ave S/SE
- 2 26th/28th St W
- 3 Oak St SE Corridor

Planned Future Projects

- 4 University Ave SE
- 5 9th St S
- 6 10th St S
- 7 Park/Portland Aves
- 8 Dunwoody Blvd Trail
- 9 Hennepin/1st Ave NE
- 10 Grant St
- 11 Marshall St NE
- 12 1st Ave S
- 13 Blaisdell Ave S
- 14 Loring Bikeway Gap
- 15 Oak St SE



Project Title: BP001 Safe Routes to School Program

Project Location: Various locations throughout the City.

City Sector: Citywide

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Forrest Hardy

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 11/15/22

Department Priority: 9 of 64

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. Current 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:

Northeast Minneapolis Bike Boulevard Enhancements (Various locations)

Southwest High Pedestrian Crossings (Xerxes Ave S at 47th St W)

Washburn High / Ramsey Middle Crossings

49th St W Bike Boulevard (France Ave S – Nicollet Ave)

Green & Field School Walking Routes (4th Ave S, 35th St E – 42nd St E)

Project Title: BP001 Safe Routes to School Program

Dowling School Sidewalk Gap
 16th Ave N Bike Blvd (Aldrich Ave N – Xerxes Ave N)
 Pleasant Ave Bike Boulevard/Walking Route (Franklin Ave W – 49th St W)
 21st Ave S Bike Boulevard/Walking Route (31st St E – 43rd St E)

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	450	400	400	400	400	400	2,000	400
Total	450	400	400	400	400	400	2,000	400

Project Title: BP001 Safe Routes to School Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	99	99	99	99	99	494
Construction Costs	282	282	282	282	282	1,411
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:

With the exception of 2017 Safe Routes to School projects, no future grants or non-city funding has been secured at this time. Over the previous five years, one to two Safe Routes grant funding opportunities have been released per year from federal, state and county 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:

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.

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 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

- 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

Project Title: BP001 Safe Routes to School Program

comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including 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.

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 2017.

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: BP001 Safe Routes to School Program

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

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? 2018

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

Project Title: BP001 Safe Routes to School Program

costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

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

The existing maintenance budget will be used to maintain this new infrastructure.

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

Not Applicable

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

Not Applicable

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

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

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

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the 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:

More information about Safe Routes to School is available at the following websites:
Minneapolis Public Works - <http://www.minneapolismn.gov/publicworks/saferoutes/index.htm>
Minneapolis Public Schools - <http://emss.mpls.k12.mn.us/sr2s>

CITY OF MINNEAPOLIS

BP001 Safe Routes to School Program

2018-2022



- 1 Northeast Minneapolis Bike Boulevard Enhancements
- 2 Southwest High Pedestrian Crossings
- 3 Washburn High / Ramsey Middle Crossings
- 4 49th St W Bike Boulevard
- 5 Green & Field School Walking Routes
- 6 Dowling School Sidewalk Gap
- 7 16th Ave N Bike Blvd
- 8 Pleasant Ave Bike Boulevard/Walking Route
- 9 21st Ave S Bike Boulevard/Walking Route

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: 11/15/21

Department Priority: 52 of 64

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds					4,320		4,320	
Total					4,320		4,320	

Project Title: BP002 Prospect Park Trail**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				125		125
Construction Costs				3,990		3,990
General Overhead				206		206
Total				4,320		4,320

Have Grants for this Project been secured? ☐

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

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

- 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.

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

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: BP002 Prospect Park Trail

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.

10.15.4 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 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? 20

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

Project Title: BP002 Prospect Park Trail

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 foot 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 may 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:

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

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

This project 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.

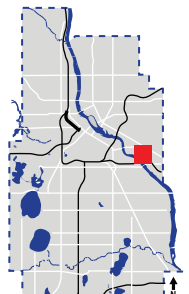
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

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: Kurt Wayne

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various
Estimated Project Completion Date: 11/15/21

Department Priority: 46 of 64
Contact Phone Number: 612 673-5011

Project Description:

The proposed project will resurface approximately 2.8 miles of the Midtown Greenway from Chowen Avenue to 5th Avenue South (Phase 1 of the Midtown Greenway). This corridor serves approximately 3600 bicycles per day and 600 pedestrians per day, automobile traffic is prohibited. The existing corridor includes a multi-use trail with very few at-grade crossings of streets. The area along the project corridor abuts multifamily residential properties, some commercial nodes, and a few community hubs. The project involves a mill and overlay of the entire trail surface and new pavement markings.

Purpose and Justification:

This project is intended to improve the right-of-way for all users and allowed modes of travel. Phase 1 of the Midtown Greenway was built in 2000 and has a useful pavement life of only 20 years. The City performed a crack seal treatment in 2011 to help prolong the life of the pavement. Pavement quality is a higher concern for multi-use trails compared to city streets because non-motorized users have a lower tolerance for bumps, shocks, and vertical shifts in pavement. This corridor serves a high amount of bicyclists daily, serving as the primary and fastest east-west non-motorized route for travelers, and the corridor is a big attraction for recreational cyclists trying to minimize stops. This project is also ineligible for many state and federal grants that prioritize new trail construction over trail renovation.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	0				745		745	
Total	0				745		745	

Project Title: BP003 Midtown Greenway Trail Mill & Overlay**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management				34		34
Construction Costs				676		676
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 or non-city funding 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.

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
- Equitable systems and policies lead to a high quality of life

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:

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.

Project Title: BP003 Midtown Greenway Trail Mill & Overlay

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.

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 6.2: Protect and enhance air quality and reduce greenhouse gas emissions.

6.2.6 Support the development of multi-modal transportation networks.

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:

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 project is identified in the Bicycle Master Plan as the Midtown Greenway – a trail 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.

No, Metro Transit routes are not allowed to utilize this corridor, but the Midtown corridor is identified as a future transitway by the Metropolitan Council. Over a dozen Metro Transit routes intersect the corridor, including multiple routes that stop at the Uptown Transit Center. This project should consider transit access points especially because the primary travel modes along the Midtown Greenway can easily transfer to the transit mode. This corridor is not labeled as a high-volume pedestrian corridor, but does serve a large number of pedestrians.

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

Yes, resurfacing the multi-use trail and access points to streets and transit centers will enhance travel for bicyclists and pedestrians. This route is very popular for bicyclists and pedestrians.

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

Yes, the Midtown Greenway right-of-way most often 100 feet wide, but grades, encroachments, and bridge piers often limit utilization of much of the right-of-way. Access trails up to street level also create space challenges, and the potential for a future rail transitway would constrain right-of-way even further. Providing enough space for the already high number of bicycles utilizing the route is increasingly challenging.

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:

Crack sealing and other preventative maintenance treatments have been used before and can be used again to keep the trail surface in good shape.

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

Not Applicable

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

Public Works anticipates beginning preliminary design and public involvement in 2019 or earlier, completing a design in 2020 and reconstruction in 2021.

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

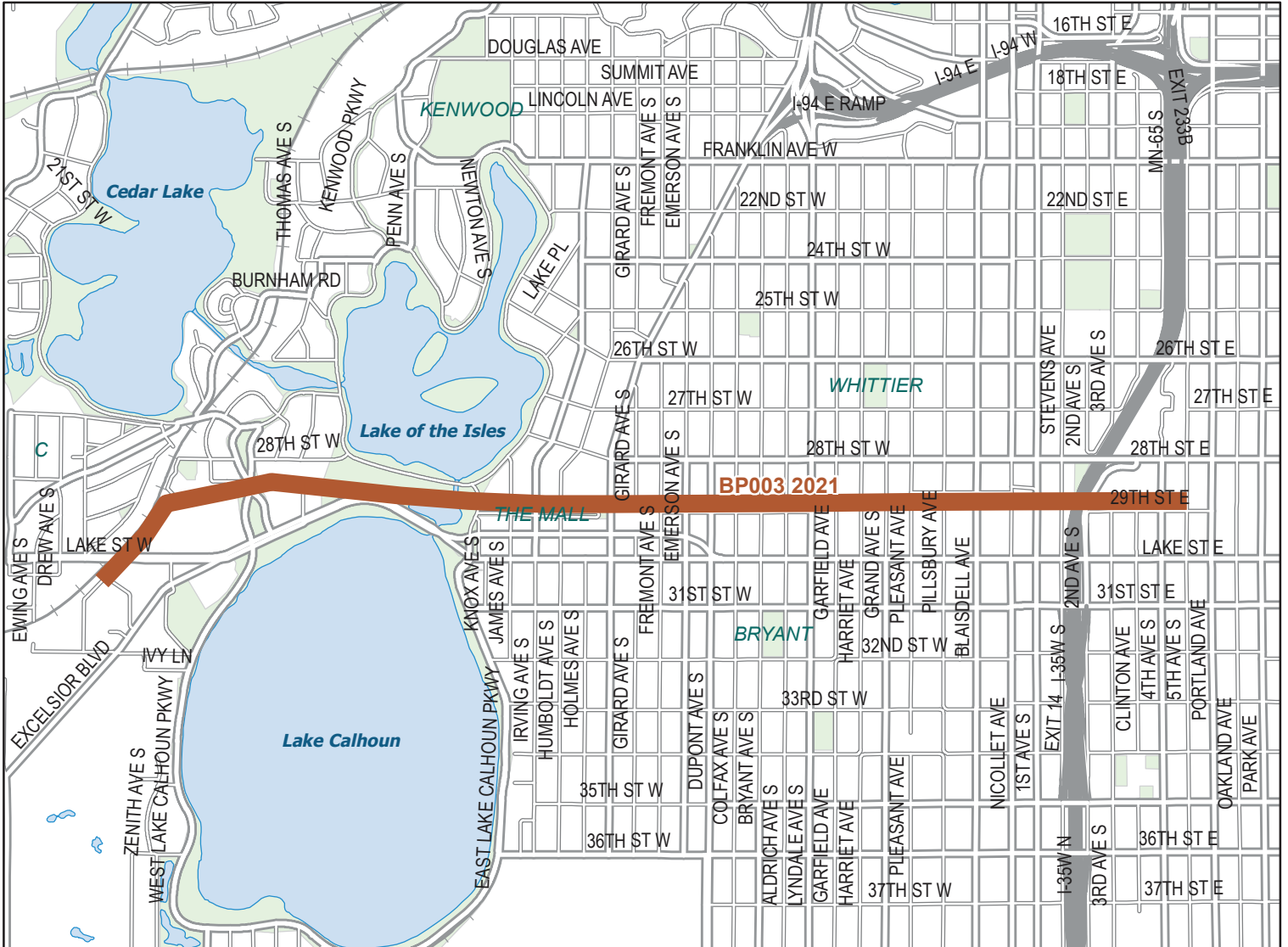
This project is anticipated to be a one year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

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

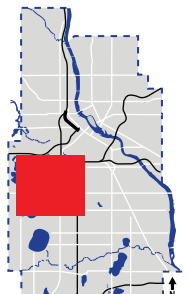
Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

CITY OF MINNEAPOLIS

BP003 Midtown Greenway Trail Resurfacing



 Project



Capital Budget Request

Project Title: BP004 Intersection and Crossing Improvements

Project Location: Citywide

City Sector: Citywide

Project Start Date: 4/15/18

Submitting Department: Public Works

Contact Person: Mathew Dyrda

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/22

Department Priority: 7 of 64

Contact Phone Number: (612) 673-3642

Project Description:

This program will provide improved street crossings, with a focus on unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Crossing Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but will not be a focus due to opportunities to address signalized intersections through other projects or programs.

Purpose and Justification:

The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

There has been an increased focus on street crossings improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at providing comfort and protection to pedestrians, they have not focused on unsignalized intersections. There has been significant demand across the City for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		600	600	600	600	600	3,000	600
Total		600	600	600	600	600	3,000	600

Project Title: BP004 Intersection and Crossing Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	88	88	88	88	88	441
Construction Costs	483	483	483	483	483	2,416
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:

No grants or non-city funding has been secured at this time. This program is not contingent on grants or other non-City funding sources. There are other City programs and State and Federal programs that could be used in conjunction with this program to improve street crossings.

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 increases comfort and livability within the city's neighborhoods by providing pedestrian street crossings. These types of facilities help promote an active lifestyle by enhancing the walking and biking environment within Minneapolis neighborhoods, and by promoting more trips to local destinations by foot or bike. The benefits of this Pedestrian Street Crossing Program will be realized throughout the city in an equitable manner, and 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.

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 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

- 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

Project Title: BP004 Intersection and Crossing Improvements

comprehensive plans and how the project implements goals and policies as stated in the adopted plans, including specific policy references:

The proposed Pedestrian Street Crossing 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.

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.

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 5.3: 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.

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.

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.

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.

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.

Project Title: BP004 Intersection and Crossing Improvements

This program is citywide. The Bicycle Master Plan will be a consideration for projects in the Pedestrian Street Crossing Program, with the intent of avoiding conflict with existing or future 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.

This program is citywide. The primary purpose of the Pedestrian Street Crossing Program is to improve the pedestrian experience. Transit is a critical connection to the pedestrian realm. Planned transitways and existing transit routes will be considered in the selection and design of projects in the program.

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

Yes, the Pedestrian Street Crossing Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

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

As a citywide program, projects will take place in a variety of street types, including those with constrained right-of-way. Given the focus on improvements that will enhance crossing the street, there is the potential of competition for space between different modes. There will be opportunities for innovation in design that will be based on the context of each project.

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? 2018

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:

Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

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

The existing maintenance budget will be used to maintain this new infrastructure.

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

Not Applicable

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

Not Applicable

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

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

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

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the 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:

Capital improvement projects in this program enhance the character of the area which helps preserve property values and the city's tax base.

Project Title: BP005 Queen Ave N Bike Boulevard

Project Location: 44th Ave N to Glenwood Ave

City Sector: North

Project Start Date: 4/15/20

Submitting Department: Public Works

Contact Person: Donald Pflaum

Level of Need: Significant

Affected Wards: Various

Affected Neighborhood(s): Various

Estimated Project Completion Date: 11/15/20

Department Priority: 40 of 64

Contact Phone Number: (612) 673-2129

Project Description:

The proposed project will create a bicycle boulevard along Queen Avenue North, for approximately 5.0 miles in North Minneapolis extending from 44th Avenue N to Glenwood Avenue. This segment is currently a low volume local street serving as a parallel route to Penn Avenue. The corridor will receive bicycle boulevard treatments, intersection improvements, and traffic calming measures. The project will also include Americans with Disabilities Act (ADA) improvements to any intersection receiving upgrades. Project treatments and improvements include, but are not limited to:

- Signing and Striping
- Speed Humps and Traffic Circles
- ADA Compliant Pedestrian Ramps
- Any additional amenities to provide safe crossings at major streets and encourage motorists to travel at slow speeds

Purpose and Justification:

The project is located adjacent the Penn Avenue corridor, a high volume (9,200 ADT) arterial. Queen Avenue serves as a strong connection point to the residential neighborhood of North Minneapolis west of Penn Avenue, connecting to Lucy Laney K-5 School, Cleveland and Willard Parks, and key arterials/collectors of Olson Memorial Highway (TH 55), Plymouth Avenue, Golden Valley Road, West Broadway Avenue, Lowry Avenue, Dowling Avenue, 42nd Avenue N, and 44th Avenue N. Both the Penn Avenue and TH 55 corridors are anticipated to see significant growth over the next few years through the implementation of the METRO Blue Line Extension Light Rail Transit and the METRO C-Line Bus Rapid Transit (BRT) transitway routes. Implementation of a bicycle boulevard at Queen Avenue, adjacent these major transit routes, will help to facilitate proper connection points creating a successful multimodal network throughout North Minneapolis. Construction of the Queen Avenue Bicycle Boulevard will make a crucial stride in meeting an identified need for commuter bicycle linkages between northern Minneapolis and TH 55 at the southern end of the corridor.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Federal Grants				1,000			1,000	
Hennepin County Grants				200			200	
Net Debt Bonds				925			925	
Total				2,125			2,125	

Project Title: BP005 Queen Ave N Bike Boulevard**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			405			405
Construction Costs			1,619			1,619
General Overhead			101			101
Total			2,125			2,125

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 Regional Solicitation Program. A total of \$1,000,000 of federal funding has been awarded to this project for construction in 2020. Also, Hennepin County has pledged \$200,000 to 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
- 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:

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

Project Title: BP005 Queen Ave N Bike Boulevard

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.

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 10.9: 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.

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.

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

Describe the economic development impact of the project:

Improvements involved in this bicycle boulevard including signing and striping, speed humps and traffic circles, and ADA compliant pedestrian ramps along the corridor will encourage increased pedestrian and bicycle traffic along the route. This increased traffic will benefit businesses and other entities along Queen Ave, generally promoting economic vitality.

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

This bicycle boulevard will benefit two major transit projects, the C-Line BRT on Penn Avenue and the Metro Blue Line Extension on Olson Memorial Highway. Streetscape improvements along the corridor will increase willingness to walk or bike along it as the beginning or ending of a given trip, contributing to increased ridership for the transit projects.

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 Hennepin County Penn Avenue Station Area Plan calls out the connection between the proposed bicycle boulevard and a multi-use trail on the north side of Olson Memorial Highway. The plan also generally emphasizes the importance of improvements such as ADA compliant ramps and other pedestrian facilities.

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. MnDOT is reviewing the project, based on the type of grant funding received. Hennepin County is contributing \$200,000 to 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, however the project will directly connect to two major transit projects, the C-Line BRT on Penn Avenue and the METRO Blue Line Extension on Olson Memorial Highway.

Is the proposed project on an existing or planned 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: BP005 Queen Ave N Bike Boulevard

No, however the project will directly connect to two major transit projects, the C-Line BRT on Penn Avenue and the METRO Blue Line Extension on Olson Memorial Highway.

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

Yes, providing improved sidewalks, bicycle facilities, traffic calming measures, crosswalks, and ADA compliant curb ramps are an integral part of this project.

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

Yes, the right-of-way is constrained. Bicyclists, motorists, and people parking will all have to share the street. Innovative design options like speed humps and traffic circles will be used to calm the street and make it a safer place for users of all modes.

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? 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:

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:

Public Works anticipates beginning preliminary design and public involvement in 2018, completing a design in 2019, and implementation 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 year project. Spreading the project over two or more years decreases cost effectiveness.

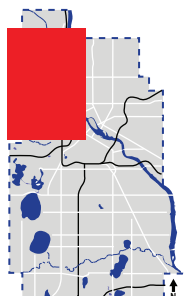
Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

Once again, this funding contribution leverages Federal funding and Hennepin Community Works funding. This project also improves walking and bicycling in an area of the city in need of non-motorized improvements.

Queen Avenue North Bicycle Boulevard



 Project Location



Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/2/18

Submitting Department: Public Works

Contact Person: Kevin Danen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

Department Priority: 2 of 2

Contact Phone Number: 612-673-5627

Project Description:

This program establishes the annual funding needed to perform repair and rehabilitation activities as needed to the sanitary sewer system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division. The primary targeted components of the project are repairs and rehabilitation to the system piping, lift stations, tunnels and access structures.

Purpose and Justification:

The City owns and operates approximately 832 miles of sanitary sewer piping, 10 sanitary lift stations and 5.5 miles of deep collection tunnels. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system and providing better access to the deep collection tunnels to allow for proper maintenance lift stations. Currently condition assessments have been made to the sanitary system with an ongoing effort being made to comprehensively address the aging sanitary piping system in order to improve the reliability of the system. The installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the lift stations. Ongoing work includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, removing system structural flow restrictions and repairing manholes. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Sanitary Bonds	25,000	6,000	8,000	8,000	8,000	8,000	38,000	8,000
Total	25,000	6,000	8,000	8,000	8,000	8,000	38,000	8,000

Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,143	1,524	1,524	1,524	1,524	7,238
Construction Costs	4,571	6,095	6,095	6,095	6,095	28,952
General Overhead	286	381	381	381	381	1,810
Total	6,000	8,000	8,000	8,000	8,000	38,000

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 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:

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.

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 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

Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

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 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:

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? 2018

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: \$2,517,216

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

Project Title: SA001 Sanitary Tunnel & Sewer Rehab Program

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:

We anticipate spending the remaining authorizations on the continuation of the Nicollet Mall and Hennepin/Lyndale sewer construction projects in the coming year.

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

Not Applicable

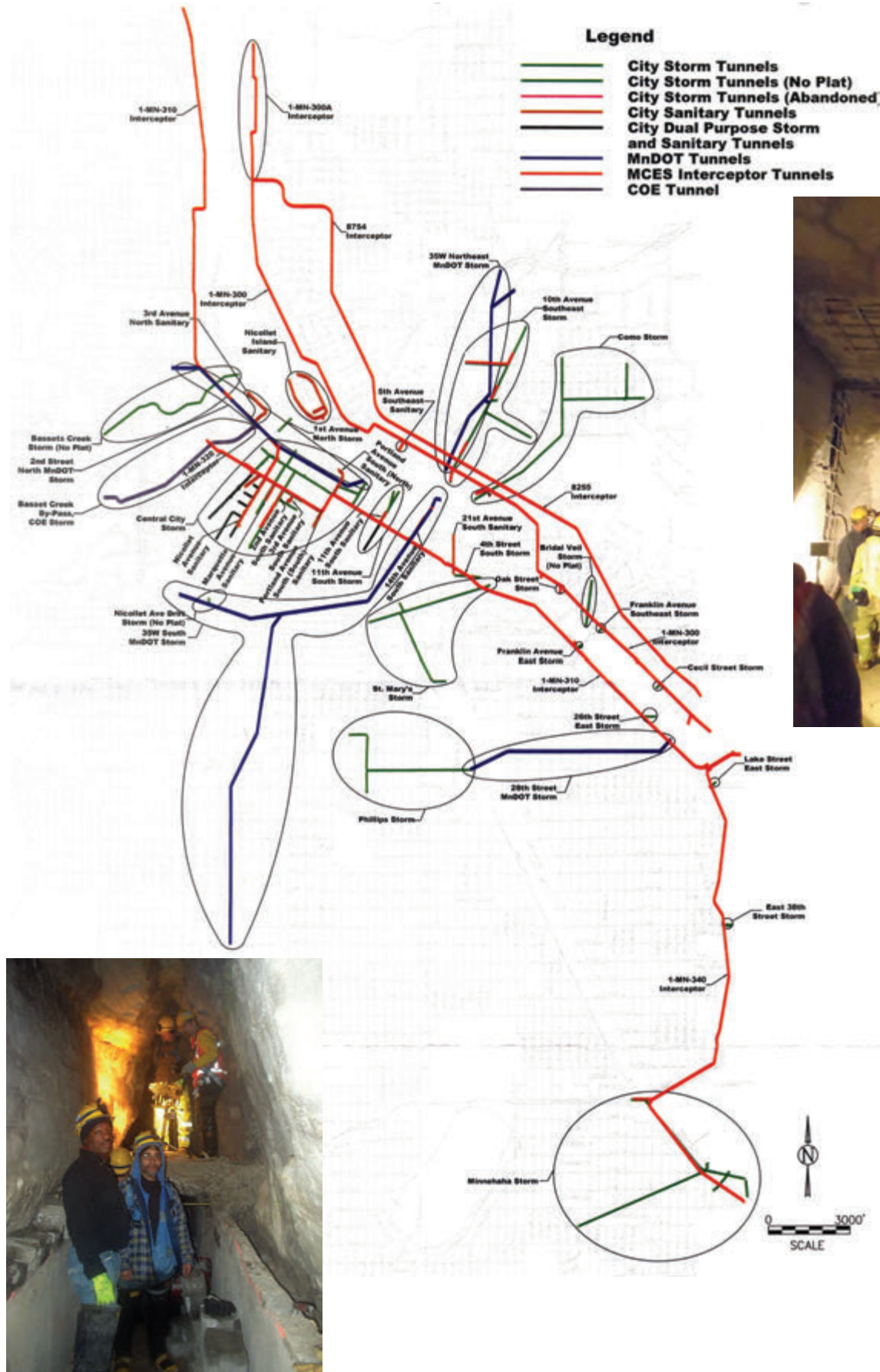
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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

Major Sewer Tunnels in Minneapolis



Capital Budget Request

Project Title: SA036 Infiltration & Inflow Removal Program

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/2/18

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

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. Reduction of I&I also reduces the total volume of wastewater sent to the treatment plant and therefore reduces the amount of money the City has to pay MCES to treat wastewater.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Sanitary Bonds	8,000	2,500	2,500	2,500	2,500	2,500	12,500	2,500
Sanitary Revenue	5,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Total	13,000	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	2018	2019	2020	2021	2022	Total
Design and Project Management	667	667	667	667	667	3,333
Construction Costs	2,667	2,667	2,667	2,667	2,667	13,333
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 \$1,822,465.58 in grant funding from 2011-2016 to supplement the City's I&I program. 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.

5.4.3 Prioritize capital improvements according to an objective set of criteria consistent with adopted goals and policies, including

Project Title: SA036 Infiltration & Inflow Removal Program

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.

6.9.3 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.

6.9.8 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:

Removal of Inflow and Infiltration from Sanitary Sewers can provide additional capacity for future development.

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:

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? 2018

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: \$757,797

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:

No future capital investment is required to realize the expected useful life of these improvements.

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

No future capital investment is required to realize the expected useful life of these improvements.

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

Remaining bond funds planned to be spent in 1st Quarter 2017 on projects in progress.

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



Capital Budget Request

Project Title: SA99R Reimbursable Sanitary Sewer Projects

Project Location: City-Wide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Kelly Moriarty

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Reimbursements	5,000	1,000	1,000	1,000	1,000	1,000	5,000	1,000
Total	5,000	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	2018	2019	2020	2021	2022	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:



Capital Budget Request

Project Title: SW004 Implementation of US EPA Storm Water Regs**Project Location:** Various locations throughout the City.**City Sector:** Citywide**Project Start Date:** 1/1/18**Submitting Department:** Public Works**Contact Person:** Kelly Moriarity**Level of Need:** Significant**Affected Wards:** All**Affected Neighborhood(s):** City-Wide**Estimated Project Completion Date:** 12/31/22**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	2018	2019	2020	2021	2022	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 Regs**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	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:

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

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 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.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property

Project Title: SW004 Implementation of US EPA Storm Water Regs

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:

Project Title: SW004 Implementation of US EPA Storm Water Regs

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 BMPs may require additional maintenance costs, which will be paid for through the stormwater utility maintenance funding, depending on the BMP constructed. Maintenance costs will be highly dependent on the BMP selected. Many of these BMPs do not have enough data to determine annual maintenance costs and the department is working towards tracking and identifying these costs.

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

see above

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

Not Applicable

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.

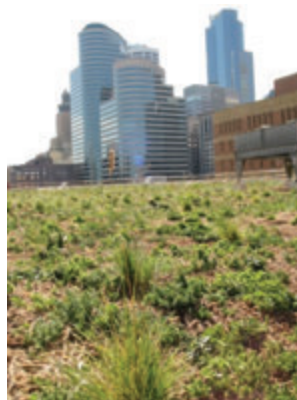


NE Rain Garden - Park Board



Ewing - Porous Pavement

Minneapolis Central Library
Extensive Green Roof

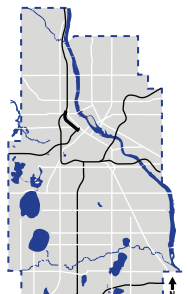


Sustainable Parking Lot Design

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: 1/1/18

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

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 consistent with the Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) National Pollutant Discharge Elimination System (NPDES) 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	2018	2019	2020	2021	2022	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	2018	2019	2020	2021	2022	Total
Design and Project Management	286	286	286	286	286	1,429
Construction Costs	1,143	1,143	1,143	1,143	1,143	5,714
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.

6.9.3 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.

6.9.6 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?

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:

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

Project Title: SW005 Combined Sewer Overflow Improvements
--

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:

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:

see above

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

Not Applicable

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

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 117 and CSO 1 are planned for construction in 2017.

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

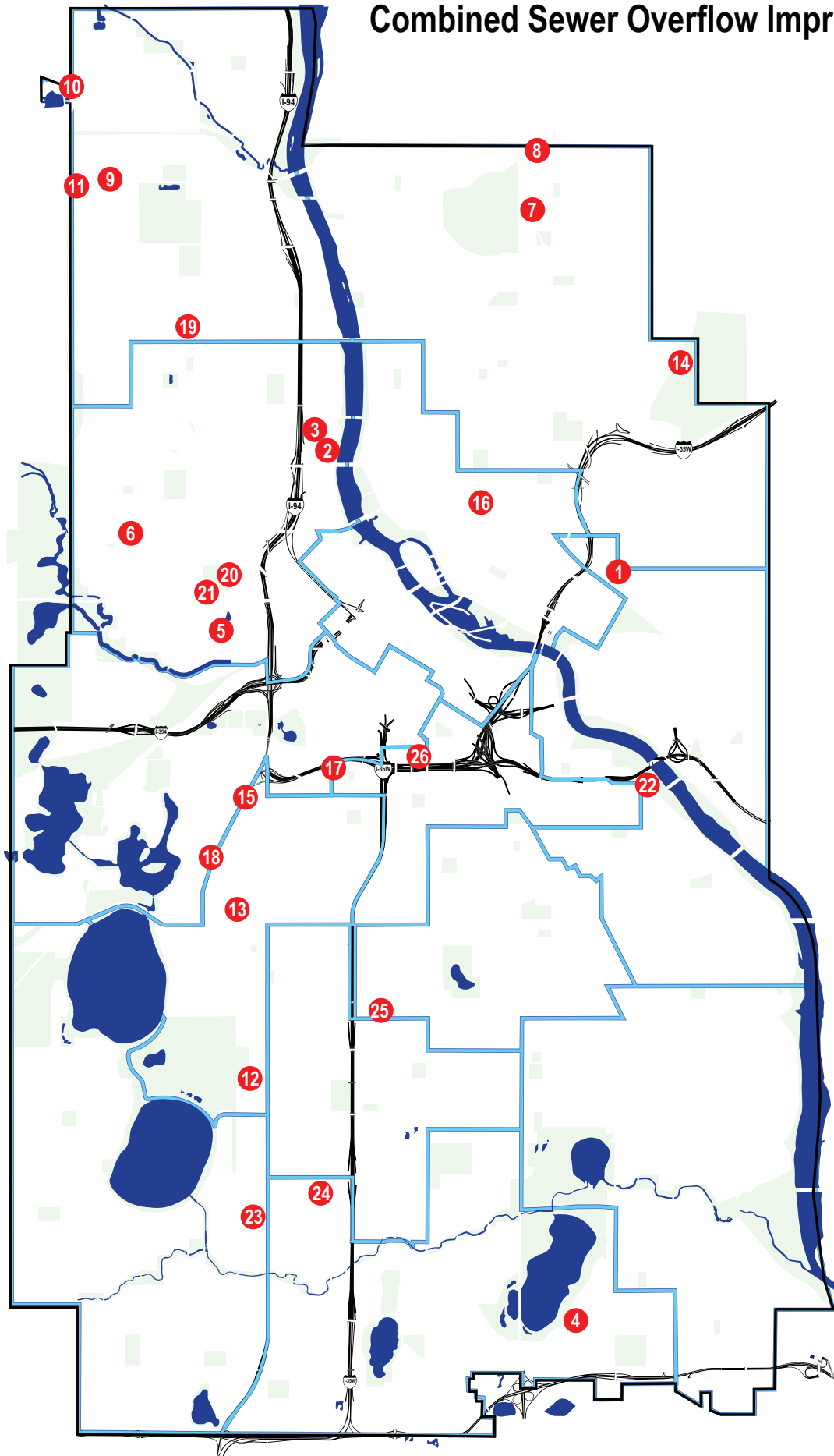
Not Applicable

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:

Combined Sewer Overflow Improvements



2017 CSO

- 1 RLD006 Van Cleve Park, Como to Rollins Ave SE, 13th to 15th Aves SE
- 2 CSO1 22nd Ave N, E of 2nd St N
- 3 CSO117 2nd St N & 23rd Ave N
- 4 CSO158 24th Ave S & 54 1/2 St E
- 5 CSO162 Glenwood Ave & 1123 Glenwood

Future CSO

- 6 CSO 55 Alley west of Cedar Ave & south of 47th St E
- 7 CSO 95 Alley north of 33rd Ave NE & east of Tyler St NE
- 8 CSO 108 36th Ave NE & Polk St NE
- 9 CSO 138 Xerxes Ave N & Lowry Ave N
- 10 CSO 139 Washburn Ave N at Osseo Road
- 11 CSO142 Xerxes Ave N, south of 42nd Ave N
- 12 CSO149 Bryant Ave S & 40th St W
- 13 CSO153 Colfax Ave S & 20th St W
- 14 CSO154 New Brighton Blvd, Coolidge to 19th Ave NE
- 15 CSO163 Hennepin Ave & Franklin Ave
- 16 CSO164 Madison St & Spring St SE
- 17 CSO165 N of 18th St E between Nicollet & 1st Ave S
- 18 CSO171 Hennepin Ave & 26th St N
- 19 CSO172 33rd Ave N & Irving Ave N
- 20 CSO176 10th Ave N & 5th St N
- 21 CSO177 10th Ave N & 8th Ave N
- 22 CSO180 29th Ave S & Franklin Ave E
- 23 CSO181 50th St W & Aldrich Ave S
- 24 CSO183 Alley south of 47th St W & west of Wentworth Ave S
- 25 CSO184 4th Ave S & 36th St E
- 26 CSO185 17th St E & Chicago Ave

Project Title: SW011 Storm Drains and Tunnels Rehab Program

Project Location: Citywide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Kevin Danen

Level of Need: Significant

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

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 system with an ongoing effort being made to comprehensively address the aging storm piping system in order to improve the reliability of the system. The installation of a supervisory control and data acquisition (SCADA) system has been identified as a key component in providing efficient management of the pump stations. The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Stormwater Bonds	15,700			4,000	4,000	4,000	12,000	4,000
Stormwater Revenue	19,000	5,000	6,000	3,000	3,000	3,000	20,000	3,000
Total	34,700	5,000	6,000	7,000	7,000	7,000	32,000	7,000

Project Title: SW011 Storm Drains and Tunnels Rehab Program

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	952	1,143	1,333	1,333	1,333	6,095
Construction Costs	3,810	4,571	5,333	5,333	5,333	24,381
General Overhead	238	286	333	333	333	1,524
Total	5,000	6,000	7,000	7,000	7,000	32,000

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 and the Mississippi Watershed Management Organization 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 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.

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? 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

Project Title: SW011 Storm Drains and Tunnels Rehab 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:

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? 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 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:

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

Project Title: SW011 Storm Drains and Tunnels Rehab Program

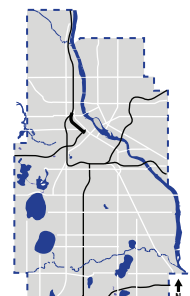
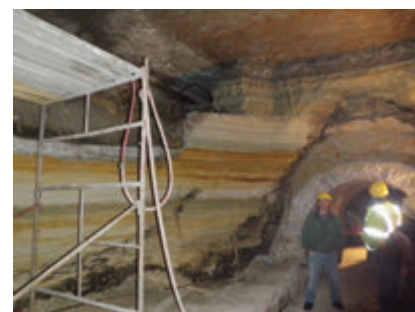
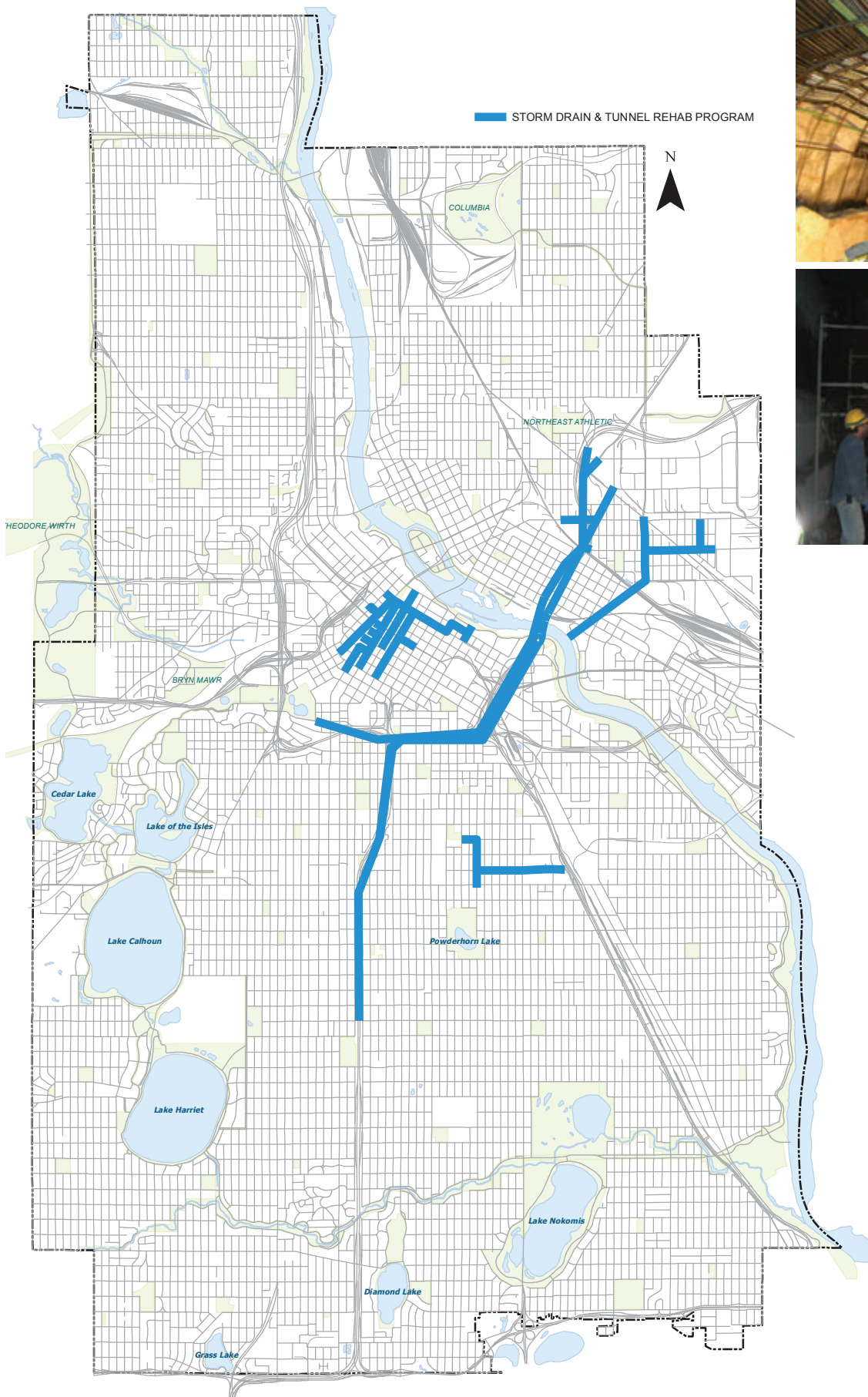
five-year plan and the most that could be spent in a given year:

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:

Minneapolis Public Works Tunnel Management Program
Benefits of Preventative Maintenance

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 Minnehaha Creek Watershed District (MCWD) and the Minneapolis Park and Recreation Board (MPRB) are project partners. In March 2017 the City, MCWD and MPRB developed a formalized approach to integrated planning for capital projects within the Minnehaha Creek Watershed in Minneapolis. The integrated planning framework will align work on an annual basis to achieve complex water resources goals.

The framework calls out Flood Area 29 and 30 as an example opportunity to pursue. The City expects to lead the feasibility and design work for this project in partnership with MCWD and MPRB. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Other Local Govts		2,388	5,525				7,913	
Stormwater Bonds	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	2018	2019	2020	2021	2022	Total
Design and Project Management	626	1,253				1,880
Construction Costs	2,505	5,013				7,518
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

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 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: SW018 Flood Area 29 & 30 - Fulton Neighborhood

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. The Minneapolis Park and Recreation Board is another possible partner for stormwater management within park land.

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:

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. Operating costs associated with localized flooding response may be decreased. Until specific alternatives are selected, accurate estimates of the annual operating cost cannot be determined.

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

See above

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

Not Applicable

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

Not Applicable

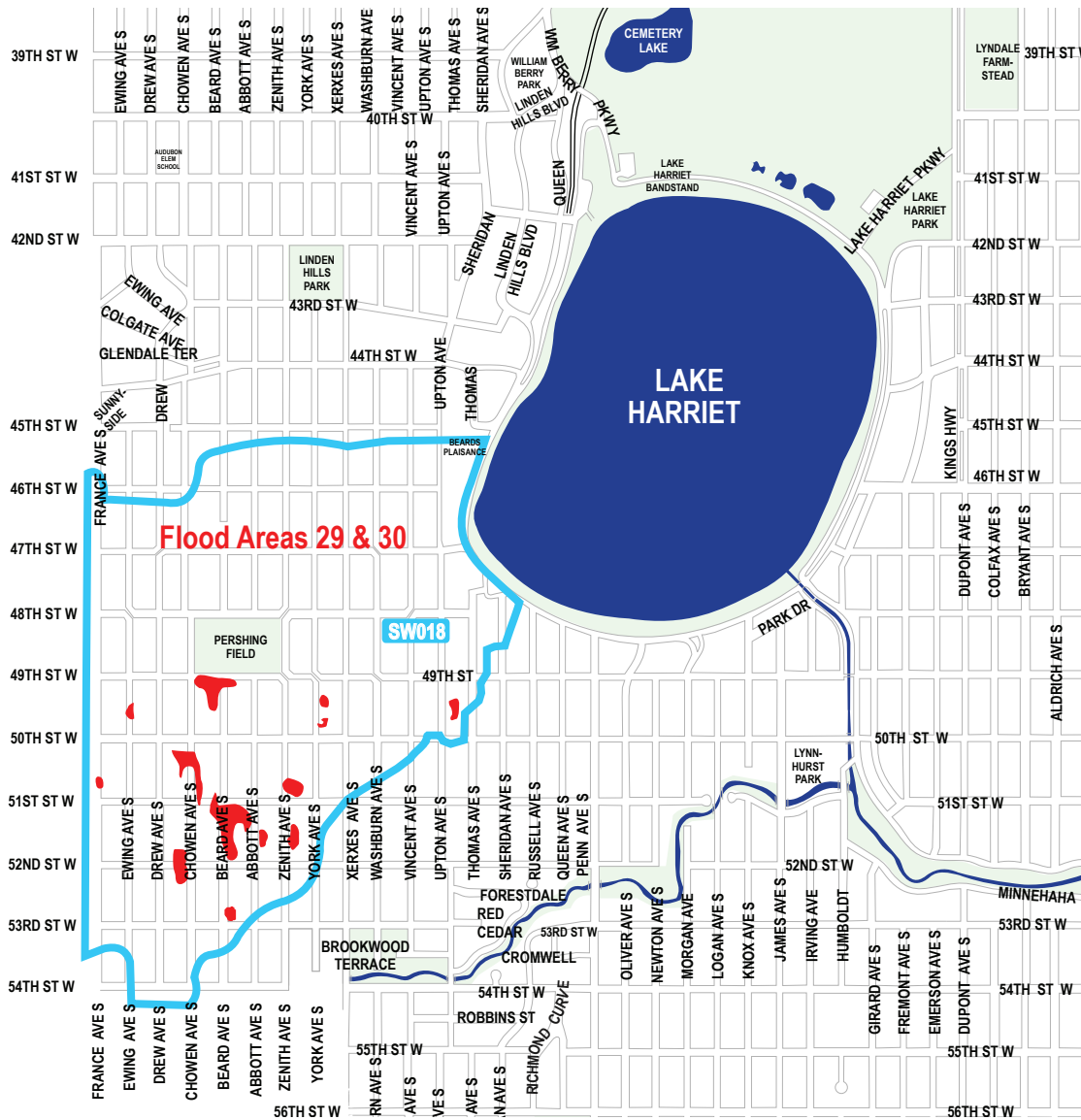
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design and coordination with the MCWD would occur in 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.

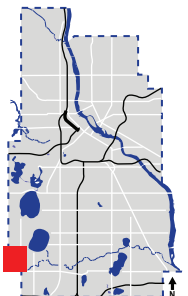
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Flexibility of funding will depend on alternative selected.

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:



Drainage Area
Flooding Area



	Flood Areas 29 & 30	Proposed: 2018	SW018
	Contact: Kelly Moriarity 612-673-3617	Subject to Change	

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: 1/1/22

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 a parallel tunnel the most prudent choice for future capacity.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Other Local Govts								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	2018	2019	2020	2021	2022	Total
Design and Project Management					190	190
Construction Costs					762	762
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:

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 those of The Minneapolis Plan.

Project Title: SW032 I-35W Storm Tunnel Reconstruction

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 potential cost sharing relationship.

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

Project Title: SW032 I-35W Storm Tunnel Reconstruction

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:

See above

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

Not Applicable

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:

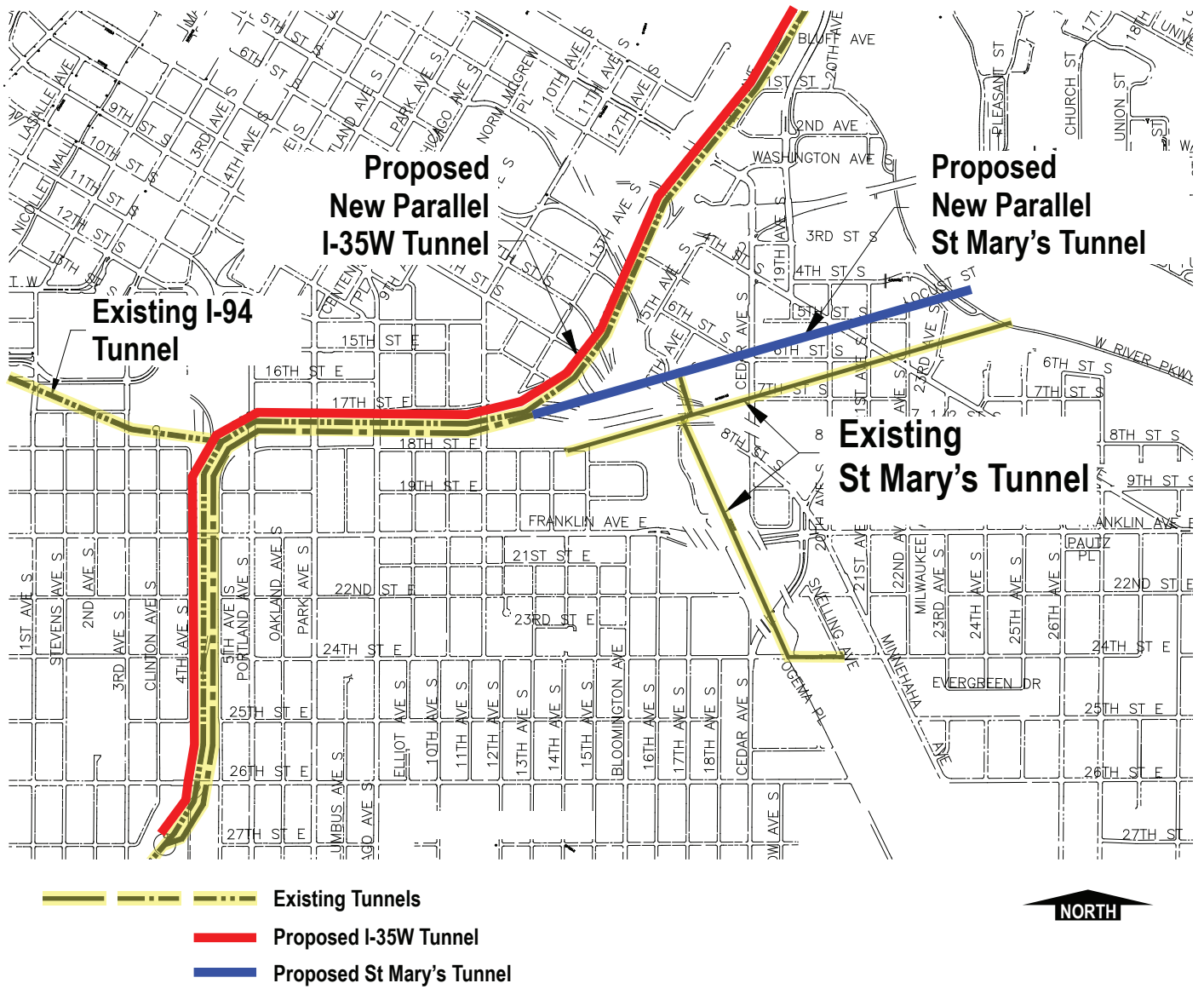
There is flexibility to increase or decrease funding among the years in the five-year plan.

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:

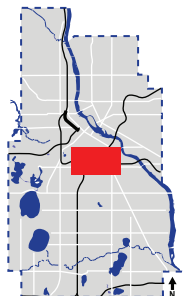
Project is in the neighborhoods of King Field, Bryant, Central, Lyndale, Phillips West, Whittier, Steven's Square Loring Heights, Elliot Park, Ventura Village, Seward, and Cedar Riverside.

Project also affects wards 2, 6, 7, 8.

Possible future MnDOT and Federal funding.



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: 1/1/19

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: Various

Affected Neighborhood(s): Ventura Village

Estimated Project Completion

Date: 12/31/20

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Other Local Govts			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	2018	2019	2020	2021	2022	Total
Design and Project Management		922				922
Construction Costs		3,688				3,688
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 potential funding partner and also has a permitting role.

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? 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:

Operating Costs have not been determined yet. This work may result in increased operating costs given the potential alternatives, including green solutions, which require regular maintenance. Until specific alternatives are selected, accurate estimates of the annual operating cost cannot be determined.

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

See above

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

Not Applicable

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.

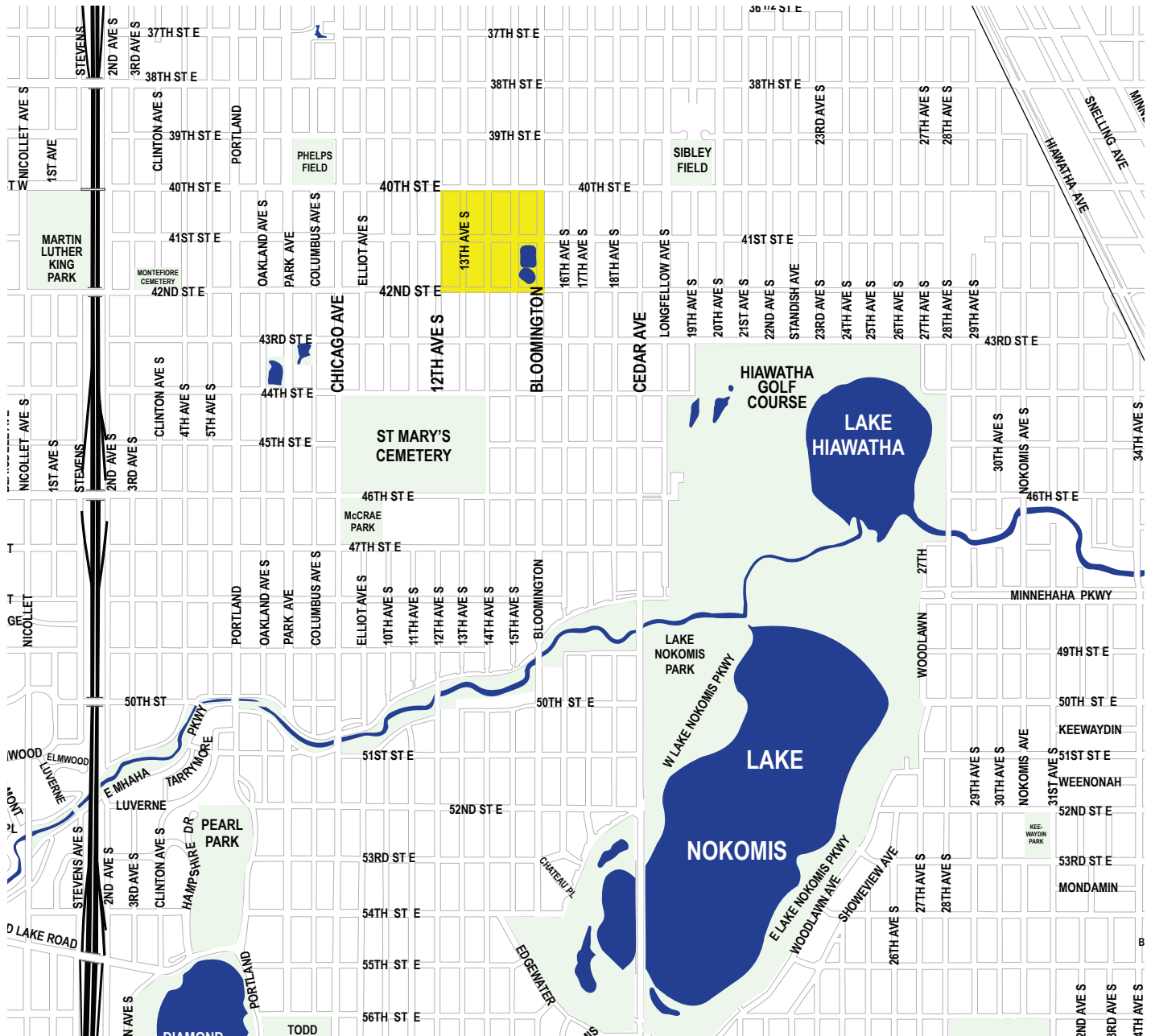
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Coordination with the MCWD has started and will continue. The first phase is a feasibility study of the drainage area which was completed. Further analysis of individual alternatives for the Bloomington Pond location is underway. Overall Flood Mitigation program planning will help inform design criteria for the individual flood mitigation projects. Coordination with the affected neighborhood and property owners would occur during design and construction. Timing will depend of the alternative(s) selected.

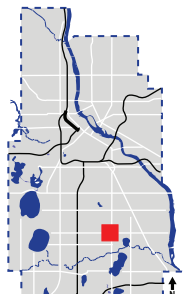
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Flexibility of funding will depend on alternative selected.

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



Capital Budget Request

Project Title: SW039 Flood Mitigation - Stormwater Alternatives

Project Location: City Wide

City Sector: Citywide

Project Start Date: 1/1/18

Submitting Department: Public Works

Contact Person: Kelly Moriarity

Level of Need: Important

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 12/31/22

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 be informed by ongoing hydraulic modeling and will evaluate options 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 where practicable 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Stormwater Revenue	12,000	3,000	5,000	5,000	5,000	5,000	23,000	5,000
Total	12,000	3,000	5,000	5,000	5,000	5,000	23,000	5,000

Project Title: SW039 Flood Mitigation - Stormwater Alternatives

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	571	952	952	952	952	4,381
Construction Costs	2,286	3,810	3,810	3,810	3,810	17,524
General Overhead	143	238	238	238	238	1,095
Total	3,000	5,000	5,000	5,000	5,000	23,000

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

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
- 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

Project Title: SW039 Flood Mitigation - Stormwater Alternatives

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 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:

Supports potential redevelopment in areas prone to flooding.

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, the Minneapolis Park and Recreation 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

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? 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:

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues. Any increase would be paid from the Stormwater Utility enterprise fund.

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

See above

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

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

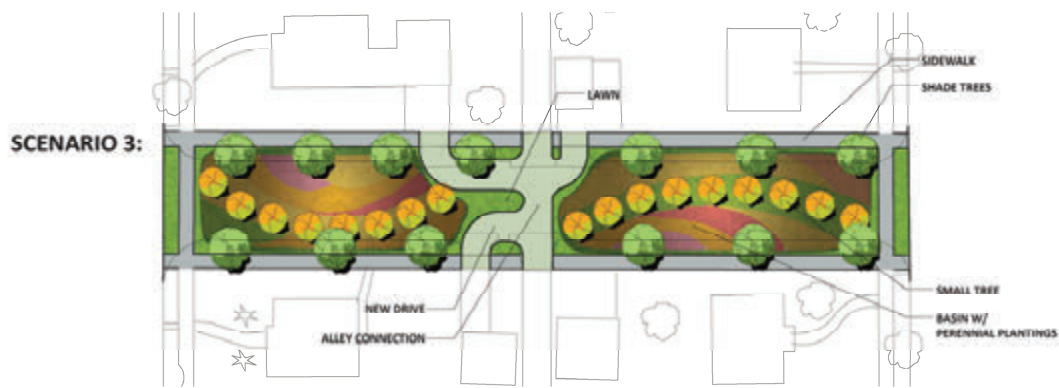
If this is a new project, describe the major project phases and timing anticipated for completing the project:

Current funding has been spent on smaller projects. Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort is to complete citywide modeling, which is over 2/3 complete. 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.

Scalability/Funding Allocation Flexibility – discuss any flexibility 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:



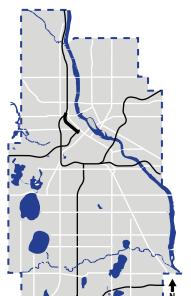
R/W Conversion - Convert Streets to Rain Gardens



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: 4/15/18
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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Stormwater Bonds				5,000	5,000	13,000	23,000	
Stormwater Revenue	1,000	1,000	1,000	6,000	6,000		14,000	
Total	1,000	1,000	1,000	11,000	11,000	13,000	37,000	

Project Title: SW040 Central City Parallel Storm Tunnel**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	190	190	2,095	2,095	2,476	7,048
Construction Costs	762	762	8,381	8,381	9,905	28,190
General Overhead	48	48	524	524	619	1,762
Total	1,000	1,000	11,000	11,000	13,000	37,000

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:

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.

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? 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: SW040 Central City Parallel Storm Tunnel

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, 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:

2016-2019 – Parallel tunnel feasibility study, final layout and design

2020-2022 – Tunnel construction

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

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified

Project Title: SW040 Central City Parallel Storm Tunnel
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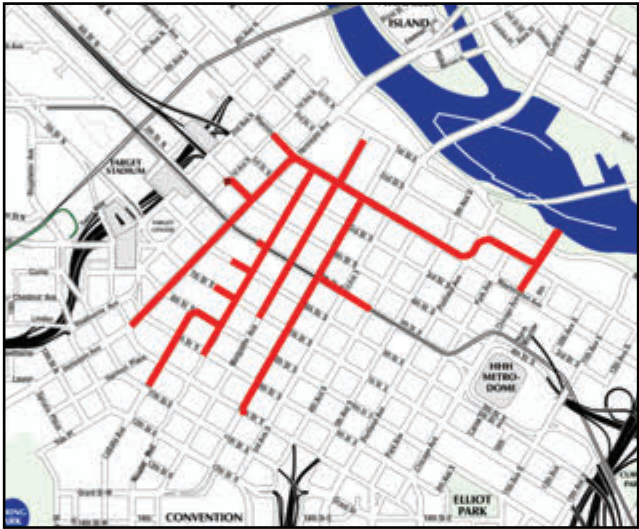
needs.

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:

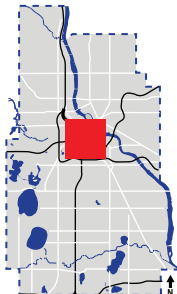
Benefits:

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
 - . 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:** 1/1/18**Submitting Department:** Public Works**Contact Person:** Kelly Moriarity**Level of Need:** Desirable**Affected Wards:** All**Affected Neighborhood(s):** City-Wide**Estimated Project Completion Date:** 12/31/22**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	2018	2019	2020	2021	2022	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: SW99R Reimbursable Sewer & Storm Drain Projects**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	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: 12/31/22

Department Priority: 2

Contact Phone Number: (612) 673-5682

Project Description:

Water Distribution Improvement funds are used for rehabilitation or replacement of water main, hydrants, valves, meters, and other water distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system provides high quality drinking water and fire protection to all those living, working, or visiting the City and our suburban wholesale customers. Elements of original infrastructure dating back to 1872, when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12.

Improvement project work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Also included are replacement of hydrants, valves, manholes, meters, and automated meter reading devices.

Purpose and Justification:

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements:

- Water main cleaning and lining- 75% of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe installed between 40 and 140 years ago. Almost all of the water main is structurally sound and in good condition. Over time, mineral deposits have built up on the inside of the unlined pipe, constricting flow and sometimes resulting in discolored water. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built up mineral deposits and installing potable grade cement lining to prevent future build-up. The cleaning and lining process resolves the water quality issues and increases the volume of flow available for fire suppression.

- Water main replacement or structural lining – Although Minneapolis has one of the lowest number of water main breaks in the country (4 per 100 miles of main), locations exist with recurring water main leaks. To remedy the problem the water main may be replaced or structurally lined. The structural lining process is similar to the cement mortar lining process except that the liner is a cured in place insert that is strong enough to hold its form even if the host pipe fails. This work saves money that would have been spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.

- Hydrant replacement- In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.

- Valve and manhole replacement- Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. The valves and manhole replacement program is typically done in conjunction with cleaning and lining or structural lining projects.

- Meter replacement- Water meters are the cash registers for the Water Enterprise Fund. Accurately metered water use is important so that customers are billed for the amount of water they use. This encourages conservation and allows the City to continue to treat and distribute high quality drinking water at an affordable cost. As meters near the end of their service life, the internal components tend to wear, causing the meter to register a lower volume than was actually used. In order to accurately bill customers on a monthly basis, worn meters need to be replaced.

Citywide, the City's meters are at the end of their service life and are due for replacement. Starting in 2017, the Capital Budget Request for WTR12 was increased to fund this five-year replacement program. In conjunction with the meter change outs as part of WTR12, the communication system that reports meter data to Utility Billing also is due for an upgrade. The technology is funded under the Capital Budget Request for WTR27 Automated Meter Infrastructure, which covers the installation of a fixed network system as well as the individual reporting devices that are installed at each premise when the meter is replaced.

The Neighborhood Park and Street Infrastructure Ordinance enacted by the Minneapolis City Council in 2016 increased the City's



Capital Budget Request

Project Title: WTR12 Water Distribution Improvements

Capital Improvement Plan (CIP) approximately \$21.2 million per year for 20 years to provide additional maintenance and investment in neighborhood parks and city streets. Through the additional work on city streets, this ordinance will provide further opportunities for water main cleaning and lining and in some cases additional water main replacement or structural lining. Doing this work in conjunction with planned street repair/reconstruction projects is a cost-effective method for addressing the City's water main renewal needs. As a result, \$2,000,000 per year has been added to the WTR12 budget request for each year to account for the additional opportunities for cleaning and lining and/or replacement or structural lining work.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds								
Water Revenue	32,850	9,350	9,450	9,550	9,650	9,750	47,750	9,850
Total	32,850	9,350	9,450	9,550	9,650	9,750	47,750	9,850

Project Title: WTR12 Water Distribution Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,309	1,323	1,337	1,351	1,365	6,685
Construction Costs	7,596	7,677	7,758	7,839	7,921	38,791
General Overhead	445	450	455	460	464	2,274
Total	9,350	9,450	9,550	9,650	9,750	47,750

Have Grants for this Project been secured? ☐

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

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

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:

Public Services and Facilities: Through sound management and strategic investments, Minneapolis will maintain and develop

Project Title: WTR12 Water Distribution Improvements

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 replacement or renewal 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.

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

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

Not applicable.

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

Not applicable.

Operations & 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? 2018

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. Many of the sub-projects within WTR12 are timed to precede work in the coming year or to coordinate with same year street reconstruction projects to optimize infrastructure investment. The meter replacement project is on a fixed timetable in order to ensure that the City continues to accurately bill customers for consumption.

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

The Water Distribution system is essential to the vitality of the City. The Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.



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: 12/31/19

Department Priority: 6

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. See additional information below.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds		6,265					6,265	
Sanitary Bonds		2,500					2,500	
Stormwater Bonds		2,500					2,500	
Water Bonds	13,000	1,235	15,285				16,520	
Water Revenue	3,000							
Total	16,000	12,500	15,285				27,785	

Project Title: WTR18 Water Distribution Facility

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,100	1,000				2,100
Furniture, Fixtures, and Equipment		400				400
Construction Costs	10,805	13,157				23,962
General Overhead	595	728				1,323
Total	12,500	15,285				27,785

Have Grants for this Project been secured? ☐

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

There is a Department of Energy grant available for direct funding (not through the City) of pre-approved design engineering consultants for solar collectors at this site. At this time we do not know the extent of solar that can be accommodated.

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:

Project Title: WTR18 Water Distribution Facility

The project was approved on May 26, 2016.

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:

There is no small area plan. Staff is working with the Council member and the community to develop guidelines for development.

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

Potential private development of a portion of the site, if not needed for municipal uses.

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? 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:

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:

Project Title: WTR18 Water Distribution Facility

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

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

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year 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 current year with environmental remediation and construction to follow early next 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:

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.

The design team is currently looking at the advantages of improving the existing Central Stores building, combining Departmental Stores functions for efficiencies, relocating the Ramp Maintenance group from Royalston for consolidation and collaborative efficiencies and increasing conference and training space. A parking structure may be needed to allow consolidation of activities for efficient operations.

This Capital Budget Request requests funding for the above scope.

Additionally, the design team is exploring potential advantages of relocating and consolidating Elections' office and warehouse, as well as master planning reserved space for a potential future relocation of other Municipal uses.



Photos of existing East Yard Facility

Capital Budget Request

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: 12/31/22

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, rehabilitation of aging electrical infrastructure paired with the addition of emergency power infrastructure at key pump stations, and treatment campus storm and flood protection improvements. Future projects will also include inter-plant piping and valve rehabilitation, raw water pumping improvements, and chemical feed system replacements.

Purpose and Justification:

The goal is to conduct on-going small renovations to address risk in a timely manner and avoid larger, reactive Capital Projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918 with water to the campus provided by 1900-vintage transmission pipelines. The existing water softening plant in Fridley was completed around 1940. The process equipment and structures periodically need repairs. Work continues to address 1970's era systems in the dewatering facilities. 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. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds	0							
Water Revenue	18,500	4,000	5,000	5,000	5,000	5,500	24,500	5,500
Total	18,500	4,000	5,000	5,000	5,000	5,500	24,500	5,500

Project Title: WTR23 Treatment Infrastructure Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	640	800	800	800	880	3,920
Construction Costs	3,170	3,962	3,962	3,962	4,358	19,413
General Overhead	190	238	238	238	262	1,167
Total	4,000	5,000	5,000	5,000	5,500	24,500

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 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 or rehabilitation 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 or rehabilitation 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 controls and power systems including emergency power needs, 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

Project Title: WTR23 Treatment Infrastructure Improvements

specific policy references:

The project complies with The Minneapolis Plan for Sustainable Growth (the City's comprehensive plan) through the following specific references:

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

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

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

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

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

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

Policy 6.9: Be a steward of clean water by protecting and enhancing its surface and groundwater systems.

6.9.1 Continue to invest in maintaining excellent water quality for consumption, and ensure delivery of safe drinking water to customers.

6.9.3 Accomplish the guiding principles of the city's Local Surface Water Management Plan, which are to protect people, property and the environment; maintain and enhance infrastructure; provide cost-effective services in a sustainable manner; meet or surpass regulatory requirements; educate and engage the public and stakeholders, and enhance livability and safety.

6.9.4 Encourage consumer use of the municipal water supply to reduce reliance on bottled water and the waste stream water bottles generate.

6.9.5 Support pollution prevention programs as an important first step in maintaining a healthy physical environment.

6.9.6 Manage pollutants at the source in order to prevent degradation of water bodies.

6.9.7 Preserve and enhance the strategic placement of pervious surfaces within the city to decrease the rate and volume of storm water runoff.

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

Location and Design Review for this project took place on May 4, 2009. The project was found consistent with the City's comprehensive plan. No additional review is required.

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, provide details on how the project will improve the transit and/or pedestrian experience.

Project Title: WTR23 Treatment Infrastructure Improvements

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 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

Capital Budget Request

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: 12/31/20
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.

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 in 2009 of the ultrafiltration membrane 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds	37,700	10,000	12,500	3,500			26,000	
Water Revenue	2,200							
Total	39,900	10,000	12,500	3,500			26,000	

Project Title: WTR24 Fridley Filter Plant Rehabilitation

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	1,600	2,000	560			4,160
Construction Costs	7,924	9,905	2,773			20,602
General Overhead	476	595	167			1,238
Total	10,000	12,500	3,500			26,000

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 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. 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, 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: \$8,700,000

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 and 2016:

- Complete final design phase and bidding.

2016 through 2020:

- Construction of filter improvements and supporting systems.
- Complete construction in phases

There is approximately \$8,700,000 in prior year bond authorizations from 2016. This money was not spent yet due to additional time spent in thorough evaluations of several sub-system alternatives prior to final design. The appropriations have been adjusted this year to more closely match the Contractor's forecasted expenses.

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

Not applicable.

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

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.

Project Title: WTR24 Fridley Filter Plant Rehabilitation

The ultrafiltration project on the Fridley campus, cancelled in early 2009, would have replaced the filters being rehabilitated by this project.



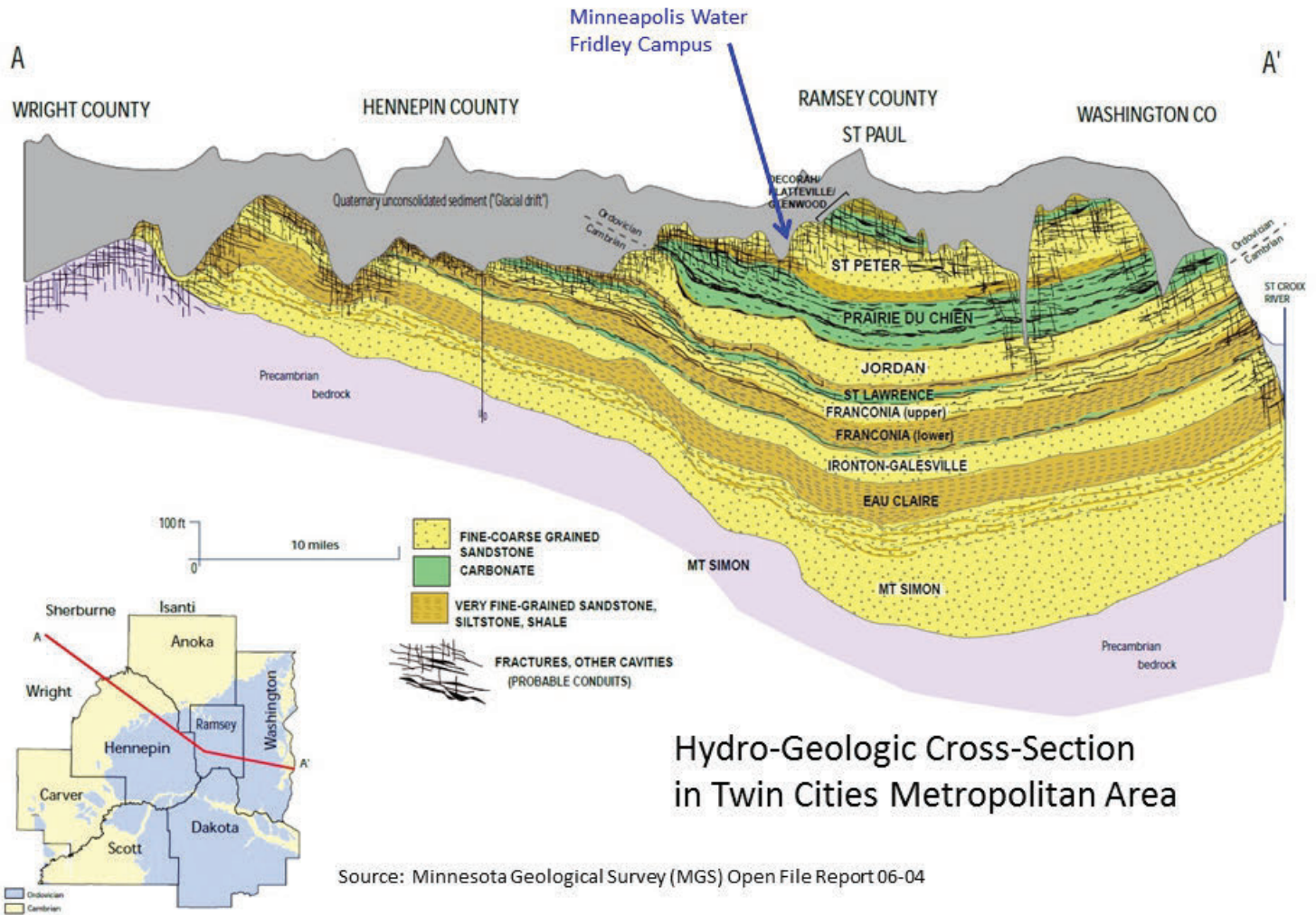
Fridley Filtration Plant, completed around 1927



Technology Research with University of Minnesota



Pipe Gallery Rehabilitation



Project Title: 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:

This project is for the replacement of automated water meter reporting technology. The existing advanced meter reading (AMR) technology is at the end of its functional life and is due for replacement / upgrade. The new Advanced Metering Infrastructure (AMI) system to be implemented includes: hardware and software to establish a fixed network for data transmission, individual meter transmission units (MTU) to be installed at each premise, ability to interface with the City's Utility Billing billing software, meter data management, a customer portal on the City website, and change out of the meters and MTUs at a portion of the City's residential customer premises (the remainder will be changed out by existing City crews).

Please note that the meters for the citywide meter and communication system change out are funded as part of WTR12 Water Distribution Improvements. WTR27 Automated Meter Infrastructure includes the individual hardware communication device installed at each customer property as well as the communication network to remotely collect and report the data to the City.

Purpose and Justification:

The purpose for this project is to replace and upgrade automated water meter reading technology. The benefits of this are twofold: improved efficiency in the automated meter reading process and enhanced services to City water customers.

The existing automated meter reading system, termed advanced meter reading (AMR) technology, has been in place for over 20 years and is due for replacement / upgrade. Meter readings are collected with the existing technology by driving a van equipped with a data collector on a fixed route associated with the designated meter monthly reading date for that route. The data is downloaded to the Utility Billing system when the van returns to the shop at the end of the day. Upgraded technology, termed Advanced Metering Infrastructure (AMI), involves a mesh network with data collectors strategically placed citywide and permanently installed to capture meter reading data continuously without a person driving a route. This eliminates the need for a person dedicated to drive the route and reduces greenhouse gases.

Through the web portal, AMI will provide customers that are interested with around the clock metered water use data to manage consumption and to identify whether the house has internal plumbing leaks. This is in contrast to the once a month snapshot of consumption.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds	2,620	5,200	4,690	1,770			11,660	
Water Revenue	250							
Total	2,870	5,200	4,690	1,770			11,660	

Project Title: WTR27 Automated Meter Infrastructure

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	728	657	248			1,632
Construction Costs	4,224	3,810	1,438			9,472
General Overhead	248	223	84			555
Total	5,200	4,690	1,770			11,660

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

Project Title: WTR27 Automated Meter Infrastructure

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.

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 is phased for research, design, purchase and implementation. In 2016, system requirements and compatibilities were determined and an RFP for hardware and software procurement and installation was issued. In 2017 a Vendor was selected and implementation is expected to commence in Summer 2017.

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

Not applicable.

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

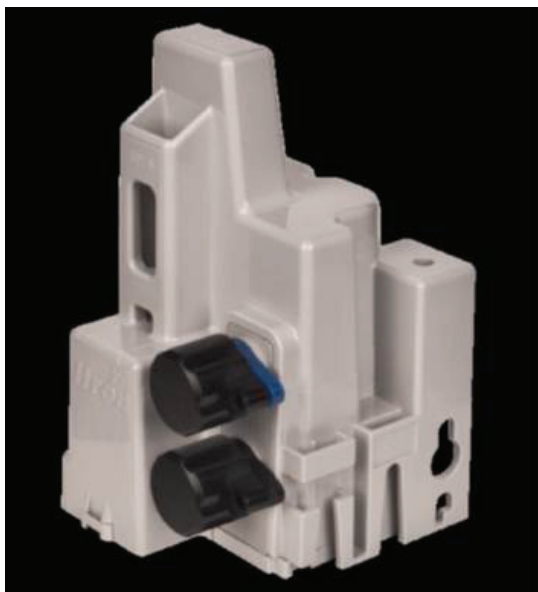
There is a limited amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project will be managed in by geographical sections of the City which could be increased or decreased in the plan for each year. It should be noted that if reduction in funding significantly delayed the project completion, operational costs would increase. Throughout the duration of project implementation, dual meter reporting systems (the old AMR system and the new AMI system) will need to be maintained including software and data collection hardware maintenance and support agreements.

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.

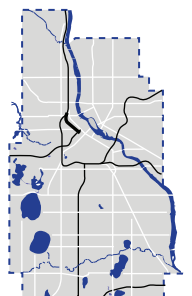


Water Meter



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:** 4**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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds	2,200	2,200	2,200	2,200			6,600	
Total	2,200	2,200	2,200	2,200			6,600	

Project Title: WTR28 Ultrafiltration Module Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	264	264	264			792
Construction Costs	1,831	1,831	1,831			5,494
General Overhead	105	105	105			314
Total	2,200	2,200	2,200			6,600

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.

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

Project Title: WTR28 Ultrafiltration Module Replacement

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.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details,

Project Title: WTR28 Ultrafiltration Module Replacement

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.

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 membranes) 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.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds			2,225	5,000	1,340	1,200	9,765	1,660
Water Revenue	500	250					250	
Total	500	250	2,225	5,000	1,340	1,200	10,015	1,660

Project Title: WTR29 Columbia Heights Campus Upgrades**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	35	312	700	188	168	1,402
Construction Costs	203	1,808	4,062	1,089	975	8,136
General Overhead	12	106	238	64	57	477
Total	250	2,225	5,000	1,340	1,200	10,015

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:

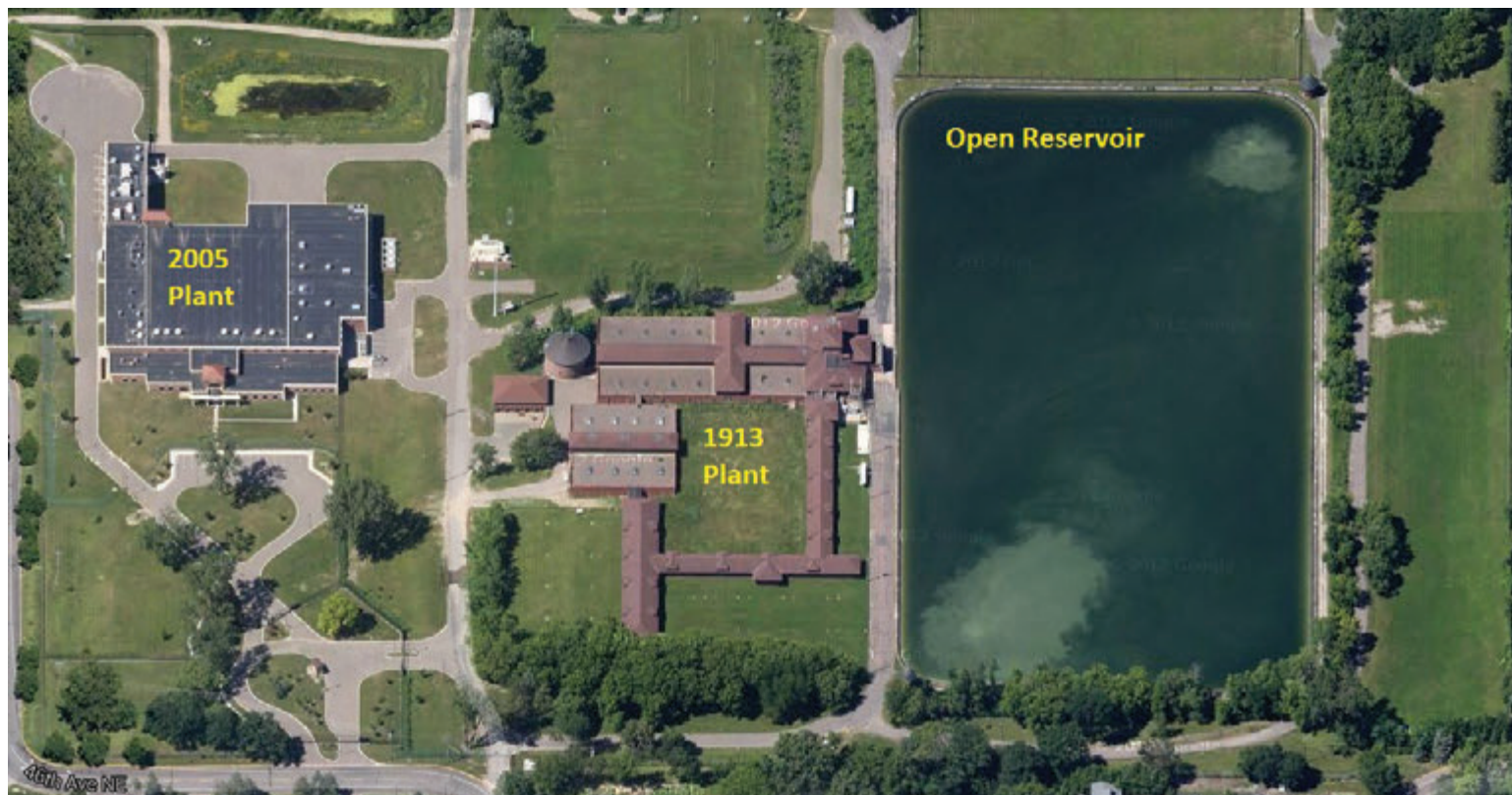
- Extension and Improvements to pipeline for recycling spent filter backwash water: Design 2018-19, Construction 2019-2020.
- Pipeline to bypass the Open Reservoir: Design 2019-2020, Construction 2021-2022.
- Re-purposing of the Open Reservoir: After 2022.

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

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

Project Title: WTR30 10th Avenue Bridge Main

Project Location: 10th Avenue Bridge
City Sector: Multiple
Project Start Date: 1/1/18
Submitting Department: Public Works
Contact Person: Marie Asgian
Level of Need: Significant

Affected Wards: Various
Affected Neighborhood(s): Various
Estimated Project Completion Date: 12/31/19
Department Priority: 5
Contact Phone Number: 612-673-5682

Project Description:

WTR 30 is to replace the 54" diameter water transmission main on the 10th Avenue Bridge in conjunction with the City's Bridge deck replacement project.

Purpose and Justification:

In preparation for the 10th Avenue Bridge deck replacement project, Public Works Water Treatment and Distribution Services hired a consultant to assess the structural integrity and overall condition of the 54" water main and its support system. Although the water main on the Bridge is in fairly good condition, the riser pipe that connects the buried watermain on the east side of the River to the main on the Bridge is badly deteriorated and has been repaired numerous times. The pipe coating is deteriorated and needs replacement. The support system for the main is in poor condition. Many of the roller bearings at the pipe supports are severely corroded/frozen, broken, or failed. The bent plate supports that are welded to the pipe exterior need to be replaced. The I-beams and other support elements for the water main are coated in lead paint that is peeling or flaking and must be removed or encapsulated.

Given the condition of the support system for the water main, the issues with the riser pipe, the coating, and the lead abatement, the cost of performing remedial actions to rehabilitate the Bridge main and its support system is on the same order of magnitude as total replacement. The preferred solution is, therefore, to install a new water main to replace the existing one. Preliminary evaluation is underway to determine if the 54" main can be downsized to a smaller main for cost savings and to look at the feasibility of directionally boring the main under the River vs. replacement on the Bridge. Because there is less exposure to the elements and to road salts, buried water main is less problematic and has increased longevity.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Water Bonds		5,000	10,000				15,000	
Total		5,000	10,000				15,000	

Project Title: WTR30 10th Avenue Bridge Main

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	800	1,600				2,400
Construction Costs	3,962	7,924				11,886
General Overhead	238	476				714
Total	5,000	10,000				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:

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 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

This project helps to maintain continuity of service for drinking water and fire protection for City residents, businesses and our wholesale customers. The 10th Avenue Bridge main is an arterial transmission water main that maintains sufficient flow and pressure to serve the inner City.

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

The 10th Avenue Bridge main is an arterial transmission water main that maintains sufficient flow and pressure to serve the inner City. This project will preserve the ability to provide sufficient flow and pressure to supply drinking water and fire protection to existing and new developments in the City.

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

Given the poor condition of the support system for the 54" water main on the 10th Avenue Bridge, the situation needs to be addressed. A soundly designed and installed replacement main will be unobtrusively placed on the underside of the Bridge deck or directionally bored under the River.

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

Timing this project with the Bridge rehabilitation and combining the removal of the existing water main into the Bridge bid package will likely result in cost savings and minimized disruption to the public.

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

Project Title: WTR30 10th Avenue Bridge Main

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:

Work on this project will be performed in conjunction with the Bridge rehabilitation 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.

Project Title: WTR30 10th Avenue Bridge Main

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?

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:

None

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 overall timing of the project will be dependent on the approval of funding and beginning of work for the City's Bridge deck replacement project.

- Design work for the water main is expected to be carried out in 2018.
- Construction work for the water main is expected to be carried out 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:

Very little flexibility, since the project will be tied to the timing of the City's Bridge deck replacement.

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:

As an arterial transmission water main the 54" diameter main on the 10th Avenue Bridge is an important piece of the City's water distribution system. Carrying out this replacement project in conjunction with the City's Bridge deck replacement project allows for optimization of the infrastructure investment.



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: 12/31/22

Department Priority:

Contact Phone Number: (612) 673-5682

Project Description:

These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by other entities such as MNDOT, LRT, Xcel, and Centerpoint.

Purpose and Justification:

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years		2018	2019	2020	2021	2022	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	2018	2019	2020	2021	2022	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:

This is a pass-through appropriation wherein water enterprise revenue funds are utilized to perform work. Upon completion, expenses are accumulated and invoiced for reimbursement by the requesting entity. The relative timing of the work is controlled by the requesting entity.

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 Distribution 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.

Project Title: WTR9R Reimbursable Watermain Projects

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

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

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

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

Location and Design Review for this project took place April 17, 2009. The project was found consistent with the comprehensive plan by the City Planning Commission on April 23, 2009; no additional review is required.

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 projects for outside agencies, other utilities, and sometimes for other divisions of public works. Operating cost impacts cannot really be determined but since the work is primarily a one-for-one re-location of existing water main or

Project Title: WTR9R Reimbursable Watermain Projects

distribution system components, the operating costs would not change. The Water Distribution operating budget would cover any routine costs that would result from the improvements made by this program. Generally plan for neutral change or decrease in operating cost. Attempt to improve efficiency wherever possible.

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

Not applicable.

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

Not applicable.

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: 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 more and more replacement parts will no longer be available 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	1,700	2,000	5,400				7,400	
Total	1,700	2,000	5,400				7,400	

Project Title: RAD01 Public Safety Radio System Replacement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	105	43				148
Furniture, Fixtures, and Equipment	1,600	5,000				6,600
Construction Costs	200	100				300
General Overhead	95	257				352
Total	2,000	5,400				7,400

Have Grants for this Project been secured? ☒

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

The overall budget request has been reduced due to 50% of the repeater costs being funded by the State of Minnesota. The funding has already been secured.

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

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 seamlessy 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.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

Project Title: RAD01 Public Safety Radio System Replacement

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 do their sites partially back-up Minneapolis. It is this partial overlap of systems that makes 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? Yes

Prior Year Remaining Bond Authorizations: \$230,000

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

Project Title: RAD01 Public Safety Radio System Replacement
--

No Change

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

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 portion will be utilized to start Phase 2 of the project. Overall request for funding has been adjusted appropriately.

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 workstations 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 will begin in 2019; it is the replacement of the current mobile (installed in vehicles) and portable radios (carried by people) which are no longer supported by the manufacturer.

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 phases 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: 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	0	0	2,000	2,000			4,000	
Total	0	0	2,000	2,000			4,000	

Project Title: PSD15 Traffic Maintenance Facility Improvement

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management		205	205			410
Furniture, Fixtures, and Equipment			200			200
Construction Costs		1,700	1,500			3,200
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 intended 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.

Yes, as part of planned improvements associated with the Southwest Light Rail Train project widened and enhance sidewalks are being installed in 2018.

Is the right-of-way constrained 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:

Project Title: PSD15 Traffic Maintenance Facility Improvement
--

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 2019 with final completion planned for spring of 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 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.

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

Project Title: PSD16 Farmers 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	100	500	0	0			500	
Private Contributions	50		0	0	0		0	
Total	150	500	0	0	0		500	

Project Title: PSD16 Farmers Market Improvements

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	50					50
Furniture, Fixtures, and Equipment	1					1
Construction Costs	425					425
General Overhead	24					24
Total	500					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:

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

Great Places:

- Iconic, inviting streets, spaces and buildings create a sense of place

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.

Project Title: PSD16 Farmers Market Improvements

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

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

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

Policy 5.7: Protect and improve individual, community, and environmental health.

5.7.1 Support the health of individuals through direct services, initiatives, research, and advocacy.

5.7.3 Promote nutrition using strategies to ensure access to healthy foods for all residents.

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

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

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

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

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

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

This project has not yet been submitted for a Location and Design Review process.

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

Project Title: PSD16 Farmers Market Improvements

details.

Yes, enhanced sidewalks (as part of the Southwest Light Rail Project)

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

TBD

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: \$100,000

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 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 current efforts will focus on bringing in upgraded electric, water, sewer and data infrastructure to the existing open air market to provide for immediate regulatory requirements and to provide for the utility needs for the future restroom and multipurpose facility on that block. Funding for future scope of work (including the indoor market) have not requested at this time in order to be able to form partnerships and plans for the future.

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

Completion of this project was originally envisioned for 2019 with the opening of the Royalston station and the Southwest Light Rail line. With project delays, staff will concentrate on current needs while redevelopment plans for the area come forward for consideration.

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

Funding and project delivery is somewhat flexible at this time but is preferred for 2018 while right-of way improvements are being constructed. Long term funding commitment from the City is critical to get private partnerships to fund the balance of the project.

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

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is strong. Also, with the Southwest light rail transit line (and transit station) to be located in the area, access to a larger population within the City and region is envisioned. 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

Project Title: PSD16 Farmers Market Improvements

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.

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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	0	8,790	10,650				19,440	
Solid Waste Bonds	25,000	3,710					3,710	
Total	25,000	12,500	10,650				23,150	

Project Title: PSD17 East Side Storage and Maintenance Facility**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	461	533				994
Furniture, Fixtures, and Equipment	349	1,000				1,349
Construction Costs	11,095	8,610				19,704
General Overhead	595	507				1,102
Total	12,500	10,650				23,150

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. The project has potential grant opportunities with the Mississippi Watershed District.

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:

Location and Design Review was approved on May 23, 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:

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 but supports many of the goals of small area plans in nearby blocks. The building entrance would be envisioned as a "gateway" into the City on University Avenue and would support the vision for University Avenue in the Holland Neighborhood. The current plan is supported by the Holland Neighborhood Board. The Project has also been selected for Public Art funding and will have a significant buffer to neighboring properties.

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

Park Board and Recreation Board is a potential partner but could not commit to the project at this time. The site has been developed to be expanded with further property acquisition if desired by either the Park and Recreation Board, other government services providers or even the City for its own unmet needs.

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

Yes, 5TH Street NE Bike Boulevard and it is a feeder for the Grand Rounds, and will improve its condition and wayfinding signage.

Is the proposed project on an existing or planned 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, improved access to the Grand Rounds

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

Accommodations for the Grand Rounds connection feeder 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 will likely need to be improved as part of this project. A northbound right hand turn lane and a permanently installed signalized intersection are being considered as well as reconstruction on 27th that is adjacent to the site. City Staff is working with MnDOT for approvals.

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: \$24,400,000

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:

Project Title: PSD17 East Side Storage and Maintenance Facility

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, environmental remediation and the start of construction.

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

Design in 2016/2017, Demolition and Environmental remediation in 2018/18. Construction to follow 2018/2019.

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:

Due to the constraints of the site, building for density, and other design drivers, staff has determined that the cost of a multi-phase project is prohibitive. Staff will be recommending that funding be appropriated as requested in order for the project to proceed.

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 on a temporary basis in a leased space at 1499 West River Road. Due to the lack of secured parking for the 55 City fleet vehicles, three separate locations are used for staff and fleet parking.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	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	2018	2019	2020	2021	2022	Total
Design and Project Management			152	171		324
Furniture, Fixtures, and Equipment				400		400
Construction Costs			800	3,000		3,800
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 at this time. If a suitable site is located, or a development partner is found, funding request may need to be either accelerated or delayed appropriately.

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:

Current lease has 4 years remaining on the current term.

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 design and construct a new Impound Lot Facility, providing for the relocation of vehicles and reconfiguring the site, as well as security improvements needed to consolidate operations east of Van White Boulevard.

Purpose and Justification:

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

This project will dramatically improve how customer service is provided, improved safety and vehicular flow (both public and customer and tow truck), and pedestrian access from the Southwest Light Rail Train station. 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 large waiting area will be designed to operate as a conference and training room when not needed for customers. Barrier-free ADA accessibility will be addressed in the new construction. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Parking Bonds	5,400	3,700					3,700	
Total	5,400	3,700					3,700	

Project Title: PSD19 Impound Lot Facility**Project Cost Breakdown (in Thousands)**

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	154					154
Furniture, Fixtures, and Equipment	370					370
Construction Costs	3,000					3,000
General Overhead	176					176
Total	3,700					3,700

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:

Location and Design Review was approved on May 26, 2016.

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. The Impound Lot stores vehicles for the Minnesota State Patrol and checks vehicles for violations with MnDOT. As part of this partnership, MnDOT is allowing the City to lease land under Interstate 394 for vehicles being held for evidence commonly referred to as "the Police Holds".

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 Trail and Van White Memorial 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.

This project will leverage the future Southwest Light Rail Station planned for the area. The access point may be relocated to Van White Boulevard for closer proximity to the planned station.

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

Pedestrian and Bicycle access will be enhanced.

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

The proposed access point is off of Van White Boulevard. The intersection may require a higher level of design to support long term plans for the area.

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: \$5,000,000

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

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

The end result is there will not be significant operational 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:

Project Title: PSD19 Impound Lot Facility

Any 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 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:

Design of the new building is underway with bidding and construction planned for 2018. A portion of the site work is being bid and completed in 2017.

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

Current schedule would have all work completed by fall of 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:

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.

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: Important

Affected Wards: All

Affected Neighborhood(s): City-Wide

Estimated Project Completion Date: 5/1/17

Department Priority: 1 of 1

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 and transportation procedures. The current facilities are deficient in adequate storage capacity for the anticipated growth and volume of evidence and size of items being retrieved from crime scenes.

The City has recently purchased an existing building, utilizing previous funding for the project. The current request is for funding needed to renovate the building to meet the operating needs of the Police Department.

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	4,200	2,500					2,500	
Total	4,200	2,500					2,500	

Project Title: MPD02 Property & Evidence Warehouse

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	281					281
Furniture, Fixtures, and Equipment	500					500
Construction Costs	1,600					1,600
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:

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 was not yet been submitted into the yearly Location and Review process as the site to be acquired had yet to be determined. The City in February of 2017 acquired the former Trio warehouse facility. City staff received Planning Commission approval prior to acquiring the property. The City's intended use is within current Planning and Zoning Requirements.

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 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 2017 for planned redevelopment in 2018

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 planned 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.

Yes. 2nd Street North 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.

Part of the parcel (riverside) will be sold to the Park and Recreation Board as part of the Above the Falls development plan.

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: \$100,000

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 to the city will be reduced. Also, there will be operational efficiencies in the new facility by having spaces properly laid out for the intended processes.

Also, this operation utilizes valuable City Hall space that can be utilized by other departments and reduce the City's overall real estate costs in the downtown campus.

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. 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:

Nearly all of the 2017 appropriation went to the acquisition of the building. The small amount of remaining funding will be used to start the design of the required improvements.

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

Acquisition and Design in 2017, Renovation 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:

Funding is preferred in 2018 to be able to use of the new facility as soon as possible. Space is needed to be freed up in City Hall by 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:

This project would contribute to the Downtown Strategic Real Estate Plan and free up a current site for redevelopment



Capital Budget Request

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.

Long term strategic planning planned for the station to be relocated to a commercial corridor to (improve response times) vs. renovating and expanding at the current location. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas, have 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, constructed and commissioned utilizing the Leadership in Energy and Environmental Design (LEED) standards.

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the Public Works Water Distribution and Maintenance Facility which is to be relocated as part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

Department Funding Request (in Thousands)

Anticipated Funding Sources	Prior 5 Years	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	3,260			7,000	2,000		9,000	
Total	3,260			7,000	2,000		9,000	

Project Title: FIR11 Fire Station #11

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management			350	200		550
Furniture, Fixtures, and Equipment			17	205		221
Construction Costs			6,300	1,500		7,800
General Overhead			333	95		429
Total			7,000	2,000		9,000

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 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.

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

Location and Design Review was approved on May 26, 2016.

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?

Yes

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

Marcy Holmes small area plan.

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. Hennepin Avenue 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.

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

Prior Year Remaining Bond Authorizations: \$3,230,000

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.

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 Maintenance 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:

Preliminary environmental and geotechnical testing will begin this year with the Architect and Engineer of Record being hired in 2018. Construction will begin after the Water Distribution Maintenance 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 City has hired an outside consultant who has constructed several fire stations in recent years and have utilized their market data to update project estimates.

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 (or replacement) of Fire Station #1.

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. In addition, with this consolidation of services, it will also contribute to providing a more expansive relationship with the downtown community.

City leadership continues to look at the option of relocating the station and building new. 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	3,500	6,000	2,000				8,000	
Total	3,500	6,000	2,000				8,000	

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	350	200				550
Furniture, Fixtures, and Equipment		350				350
Construction Costs	5,364	1,355				6,719
General Overhead	286	95				381
Total	6,000	2,000				8,000

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.

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 who use its services.

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

5.8.1 Ensure equal access to city services and contracts across the protected classes.

5.6.6 Maintain an Emergency Operations Plan by planning, acquiring equipment, and training for response to emergencies and disasters.

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

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

6.1.3 Apply the city-adopted US Green Building Council's LEED (Leadership in Energy and Environmental Design) standards and the State of Minnesota Sustainable Building B3 Guidelines as tools for design and decision-making when developing, renovating or operating city facilities.

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

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

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

Location and Design Review was approved on May 26, 2016.

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

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

Strategic location of the station is part of a redevelopment strategy for the entire block.

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

There are differing Planning and Zoning requirements on Washington Avenue vs. other portions of the block. CPED has assigned a staff person to work on the project to ensure compliance and implementation of any requirements.

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. The project may include a development partner in the future once a site determination is made.

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

Yes, but would be indicative of nearly all downtown locations.

Operations & Capital Asset Maintenance:

Is this request for new or existing infrastructure? Existing

Project Title: FIR12 Fire Station No. 1 Renovation & Expansion

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? 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.

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 designed constructed as a single project over a two-year period.

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

Cost estimates are not based on an actual design. The City has hired an outside consultant who has constructed several fire stations in recent years and have utilized their market data to update project estimates. Projects of this type are typically completed over a two - three year period with planning and design completed in the first year and construction in the second year.

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 desing 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 is needed 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	2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds						925	925	
Total						925	925	

Project Title: FIR13 Fire Station No. 4 Apparatus Bay Addition

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management					125	125
Furniture, Fixtures, and Equipment					6	6
Construction Costs					750	750
General Overhead					44	44
Total					925	925

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 was approved on May 26, 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:

No

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.

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? 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:

Any additional costs can be absorbed without additional funding.

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

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.

Project Title: ART01 Art in Public Places

Project Location: City-wide

City Sector: Citywide

Project Start Date: 1/1/18

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: 12/31/19

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 might 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.

A key focus of Art in Public Places 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 included the selection of 5-8 artist finalists to participate 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 created artistic concepts for the site, participated in an open house to gather feedback from the community and presented their final plans to the artist selection panel. Four artists were then selected for each project. Their final design plans, which have been developed with additional oversight and coaching from a project manager, will be installed this summer and fall.

Another important current 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 or Cloudman's Village), which existed on the east shore of Bde Maka Ska (Lake Calhoun) in the 1830's. Selected Native American public artists and writers are working with the project designers to integrate Dakota imagery and language into a welcoming gathering space for public education, instruction, and small and large group events.

Planning underway for additional new public art projects for 2017 includes Samatar's Crossing, the I35W Access Project, and the East Side Storage and Maintenance Facility.

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 and Place: 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		2018	2019	2020	2021	2022	Current 5 Year Plan	Future Years
Net Debt Bonds	2,120		688	720	761	792	792	3,753	
Total	2,120		688	720	761	792	792	3,753	

Project Title: ART01 Art in Public Places

Project Cost Breakdown (in Thousands)

Major Expense Categories	2018	2019	2020	2021	2022	Total
Design and Project Management	68	72	76	79	79	374
Construction Costs	587	614	649	675	675	3,200
General Overhead	33	34	36	38	38	179
Total	688	720	761	792	792	3,753

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 2018 to 2022 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 65 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. Another project focuses on celebrating a former Dakota settlement and the social and cultural life of Native American people. For public art contracts for services in 2017 49% of the independent contractors are people of color and 44% are emerging artists.

CPED works to broadly promote commissioning opportunities to artists throughout the City and collaborates with organizations that engage artists of color. (For the Mahpiya Wicasta/Cloud Man project selection process, the Call for artists was advertised in the Circle Newspaper and through Native American networks.) 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. For 26th Avenue North, artists have gathered input at a range of community events, including the farmer's market, art openings and in elementary classrooms.

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 neighborhoods and on corridors to support thriving retail environments. For example, new artworks on Nicollet Avenue were

Project Title: ART01 Art in Public Places

developed with the cooperation of local businesses to create moments of interest along the street and 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 create CAFAC's large-scale porcelain enamel studio--one of the two of its kind in the country. This positions the capacity of CAFAC to be the only enamel production facility in the Midwest region collaborating with public artists on large scale enamel works, which will not only impact future public art projects of the City, but also commissions for Metro Transit, the University of Minnesota, State of Minnesota and other public arts organizations developing projects in Minneapolis. In 2017, three new public art projects have commissioned artists to create works through this facility, including a Hennepin County project for the new Webber Park Library which will open this spring.

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

Art in Public Places projects engage residents and businesses in conversations about City and neighborhood identity, history, geography and culture and works with artists to develop designs that reflect these attributes. Artists create artworks that serve communities' functional needs and are scaled appropriately to their sites. Public art projects are also designed to support the environmental goals of the project site. For example, for the Mahpiya Wicasta/Cloud Man project, artists are integrating works into a site along Lake Calhoun/Bde Maka Ska with a goal of not creating large structures or paving areas, but rather supporting the natural environment adjacent to the Lake. The design will include native plantings and imagery and words to celebrate the Dakota connection to the Lake and environment.

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 processes, through the Minneapolis Arts Commission and the Public Art Advisory Panel, 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.
- Seeking 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 due to 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 years for the overall Art in Public Places program.

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

Describe the economic development impact of the project:

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

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

While public art does not directly increase the feasibility of development opportunities, it can enhance those opportunities and increase their success. For example, the Luminous sculptures at 46th and Hiawatha were created to support the developers' goals of creating an iconic locations to support the transit-oriented development goals of the project and 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. Often 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 how each artist has incorporated these types of considerations into their design.

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

Every public art project requires extensive collaboration with a number of partners, especially other City departments and agencies involved in capital projects, such as CPED, MPRB, Public Works, 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) are working closely with the MPRB designers to integrate the public art into the functional and social uses for the site and into the reconstruction of portions of the trails.

Partners also help to implement projects, provide easements, assist with community engagement and support daily 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. The 26th Avenue North bikeway connects Theodore Wirth Parkway to the Mississippi River and by this fall will include public art benches and engaging designs that support the needs of bicyclists. Planning for public art along Samatar's crossing is just beginning, and it is anticipated that the public artworks will feature amenities that serve both bicyclists and pedestrians.

Is the proposed project on an existing or planned 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, the I35W Access Project, 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

Project Title: ART01 Art in Public Places

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? 2020

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 work with the artist to implement 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. The 2017 maintenance budget for public art is \$75,000.

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

The timing of future 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 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 weighs 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 as of December 2016:

MISC. CONSERVATION

Funded 2017/Complete 2017

Allocated 75,000/Remaining 27,000

POWDERHORN GATEWAY

Funded 2012/Complete 2016

Allocated 160,000/Remaining 5,000

Project Title: ART01 Art in Public Places

HISTORICAL CONSERVATION

Funded 2013/ Complete 2016

Allocated 135,000/Remaining 20,000

MORRISON CONSERVATION

Funded 2011/Complete 2018

Allocated 25,000/Remaining 5,000

29TH STREET RECONSTRUCTION

Funded 2014/Complete 2017

Allocated 150,000/Remaining 122,000

26TH AVENUE RECONSTRUCTION

2014 Funded/Complete 2017

Allocated 135,000/Remaining 120,000

JOHN BIGGERS SEED PROJECT

Funded 2009/Complete 2016

Allocated 300,000/Remaining 150,000

NICOLLET AVENUE

Funded 2010/Complete 2016

Allocated 160,000/Remaining 5,000

MAHPIYA WICASTA/CLOUD MAN

Funded 2016/Complete 2018

Allocated 225,000/Remaining 220,000

40TH STREET PEDESTRIAN BRIDGE

Funded 2016/Complete 2020

Allocated 50,000/Remaining 30,000

TOTAL REMAINING (2014 AND 2016 FUNDS) \$704,000

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

Project Selection: Fall 2017

Project Planning: Winter/Spring 2018

Artist Selection Process: Spring/Summer 2018

Design Concepts and Community input: Fall 2018

Fabrication: Winter-Summer 2019

Installation: Fall 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:

Annual funding for Art in Public Places projects is prescribed in the Chapter 36 of the City's Code of Ordinances as a minimum of 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 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>.