

CAPITAL LONG-RANGE IMPROVEMENT COMMITTEE
A Citizen Advisory Committee to the Mayor and City Council

Presents

THE CLIC REPORT

A Summary of Recommendations for the
CITY OF MINNEAPOLIS



SIX-YEAR
CAPITAL IMPROVEMENTS PROGRAM
FOR YEARS 2021 – 2026

October 2020

CAPITAL LONG-RANGE IMPROVEMENT COMMITTEE

October 6, 2020

The Honorable Jacob Frey, Mayor of Minneapolis
City Council President Lisa Bender and Council Members
3rd Floor – Municipal Building
350 South Fifth Street
Minneapolis, MN 55415

Mayor Frey, City Council President Bender, and Council Members:

I am once again honored to submit for your review and action the 2020 annual report on behalf of the members of the Capital Long-Range Improvement Committee ("CLIC"). Included herein, for your consideration, are the CLIC recommendations to assist elected policy makers in development of the City's Six-Year Capital Improvement Program ("CIP") for 2021-2026. CLIC reviewed 130 proposals totaling \$1.4 billion during its entirely virtual 2020 3-month session. CLIC recommends funding all or a portion of 89 proposals totaling \$1.0 billion. The capital improvement program conforms to the funding parameters set.

The CLIC process was postponed to late-summer at the request of the Mayor. Members, both new and returning, faced challenges with the entirely virtual process required in response to the COVID-19 Pandemic. Finance and Property Services, the City Clerk's office, and proposing departments and boards staff all stepped up to meet the challenge. The CLIC membership roster and committee comments appear in the front of the report to give context to the funding recommendations that follow. The Joint Public Hearing transcript in the report reflects a robust dialogue with the Planning Commission.

Rather than highlighting specific projects this year, I wish to call out some key issues and priorities discussed during this year's CLIC process, including but not limited to:

- Challenges CLIC financial recommendations compliance in the context of inflexibility and prescriptive Neighborhood Park and Street Infrastructure Ordinance.
- Can the City's Racial Equity Impact Assessment tool be utilized more specifically on capital improvement projects and capital budgeting decisions?
- Achieving meaningful and upstream public engagement; can the City receive input from the public directly to department heads to include in their capital budget plans?
- How can the City formalize a feedback loop mechanism for CLIC members to have specific information about how elected policy makers plan to address or incorporate CLIC comments on process and policy direction?

The CLIC Executive Committee will meet virtually this year with Mayor Frey and key staff members to deliver the formal recommendations for 2021-2026. CLIC's Executive Committee leadership consists of Vice Chair Willie Bridges, and Task Force leaders Raya Esmaeili, John Bernstein, Eric Won, and Katie Jones. CLIC stands at the ready to review questions or concerns from its 2021-2026 recommendations with all elected policymakers. Please address questions to: Jeff.Strand@msn.com or (612) 710-6147, or to Micah Intermill, Budget Director, at Micah.Intermill@minneapolismn.gov or (612) 673-3205.

Sincerely,



Jeffrey L. Strand
Pronouns: He/Him/His
CLIC Chair 2019-2020

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Introduction to the CLIC Process

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

CLIC is comprised of 33 appointed members, including two members per Council Ward and seven at-large members appointed by the Mayor. The overall committee elects a Chair and Vice Chair. The committee functions with two programmatic task forces of approximately the same number of members. Each task force, “Transportation” and “Human Development”, elects a Chair and Vice Chair. Collectively, these six elected members form the Executive Committee and represent CLIC in meetings with the Mayor and City Council. The task force members receive and review all CBRs for their program areas as submitted by the various City departments, independent boards and commissions.

Departments and boards formally present their requests to CLIC members and answer any questions they may have. Task force members then rate all proposals using specific criteria and create a numerical ranking for each project. Highest-ranking projects are then balanced against proposed available resources by year to arrive at a five-year capital improvement program recommendation to the Mayor and City Council.

CLIC’s recommendations serve as the starting point from which the Mayor and City Council’s decisions are made. The Mayor makes recommendations on the capital budget as well as the operating budget. The Council adopts the five-year capital plan simultaneously with the operating budget, although appropriation is only adopted for the first year.

For the six-year plan covering years 2021-2026, there were 130 CBRs reviewed and rated. The total requested capital budget for the five years was \$1.4 billion and CLIC is recommending approval of \$1.0 billion.

For more specifics on the CLIC process, please review the 2019 CLIC Capital Guidelines toward the end of this report.

The CLIC committee appreciates the excellent efforts put forth by staff of the various City departments, the Minneapolis Park and Recreation Board and the Municipal Building Commission in recommending capital investments for the City of Minneapolis.

CLIC Membership

January 1, 2019 through December 31, 2020

Council/Ward	Appointing Member	CLIC Member
1	Kevin Reich	Christopher Pratt
1	Kevin Reich	Dan Miller
2	Cam Gordon	
2	Cam Gordon	Claire Haskell
3	Steve Fletcher	Amity Foster
3	Steve Fletcher	Grant Simons
4	Phillipe Cunningham	Jeffrey Strand
4	Phillipe Cunningham	Eric Won
5	Jeremiah Ellison	Dennis Wagner
5	Jeremiah Ellison	Devin Wise
6	Abdi Warsame	Garrett Peterson
6	Abdi Warsame	Thorbjorn Adam
7	Lisa Goodman	John Bernstein
7	Lisa Goodman	William Gullickson
8	Andrea Jenkins	
8	Andrea Jenkins	Steve Brandt
9	Alondra Cano	Joshua Houdek
9	Alondra Cano	Elissa Schufman
10	Lisa Bender	Katie Jones
10	Lisa Bender	Raya Esmaeili
11	Jeremy Schroeder	Katina Mortenson
11	Jeremy Schroeder	Willie Bridges
12	Andrew Johnson	Cassandra Adler
12	Andrew Johnson	Scott Engel
13	Linea Palmisano	Kai Gudmestad
13	Linea Palmisano	Sarah Linnes-Robinson
Mayor	Jacob Frey	Ray Schoch
Mayor	Jacob Frey	
Mayor	Jacob Frey	Pouya Najmaie
Mayor	Jacob Frey	
Mayor	Jacob Frey	Dan McConnell
Mayor	Jacob Frey	Todd Schuman
Mayor	Jacob Frey	Jocelyn Beard

CLIC Executive Committee

January 1, 2019 through December 31, 2020

Leadership Position	Member Name	Appointment of
Main Body Chair	Jeffrey Strand	Phillipe Cunningham – Ward 4
Main Body Vice Chair	Willie Bridges	Jeremy Schroeder – Ward 11
Task Forces:		
Transportation Chair	John Bernstein	Lisa Goodman – Ward 7
Transportation Vice-Chair	Katie Jones	Lisa Bender – Ward 10
Human Development – Chair	Raya Esmaeili	Lisa Bender – Ward 10
Human Development – Vice Chair	Eric Won	Phillipe Cunningham – Ward 4

City of Minneapolis Staff Support for the CLIC Process

Name / Department	Responsibility	Phone Number
Micah Intermill / Finance	Executive Secretary	612-673-3205
Robert Harrison / Finance	Staff Support	612-673-3498

General Comments

Community Engagement and Feedback Loops to CLIC

With respect to project PV122 Dowling Avenue (Lyndale Avenue North to 1st Street North), CLIC appreciates the responsiveness of the City elected officials and the Department of Public Works to the prior 2018-2019 comments. CLIC in 2018 commented on how “the anticipated redevelopment area will be a much-needed boost for North Minneapolis and should be well-coordinated among the agencies and departments.” The CBR indicates the major improvements, including pedestrian and bicycle infrastructure for this project connecting to a new parkway at the Upper Harbor Terminal redevelopment site.

The feedback loop from the City enterprise to CLIC and residents should be improved. That said, this year no members of the general public attended the Joint Public Hearing between the Planning Commission and CLIC. As was pointed out in 2019, “CLIC members have concluded that the City’s community engagement for the ...Capital Improvement Program requires significant improvements to transparency, format, contextualization, and timing.”

CLIC Process, Community Engagement, and Participatory Budgeting

CLIC recommends that the City improve community engagement through implementation of Participatory Budgeting practices, using the results of its 2017 review of national procedures and best practices of other jurisdictions.

The CLIC Report has in four of the last five years contained specific recommendations for improvements to community engagement around the City’s capital improvement program or has suggested the City develop some form of Participatory Budgeting.

- In 2015, CLIC made concrete suggestions for a more transparent and inclusionary capital budget requests process, such as creating a CBR field that documents public demand or formally creating a process for community project submission directly to departments for vetting.
- In 2016, CLIC recommended that the City Council and Mayor might consider adding Participatory Budgeting aspects into the capital budget process to increase diversity, inclusion, and public participation.
- In 2017, CLIC urged the City to pursue Participatory Budgeting consistent with the mandate of the City’s Blueprint for Equitable Engagement.
- In 2019, CLIC commented on challenges with how community priorities are represented and included in the current budgeting process, as well as asking for a shift from process-driven to impact-driven outcomes.

This year, with another influx of new committee members, challenges of meeting virtually, and concerns over departments moving ahead with “business as usual” while residents are demanding change and accountability, there is renewed interest in addressing these concerns with the policy makers. There is also interest in working with Finance and Property Services to enhance timeliness, accuracy, and transparency of online information about the CLIC process for the residents of Minneapolis. CLIC members have concluded that the City’s community engagement for the 6-Year Capital Improvement Program requires significant improvements to transparency, format, contextualization, and timing. This year, there was no input received from the public, due to no session being held and complications of online participation. This undermines the City’s commitments to community engagement, equity, and transparency in its budgeting process.

General Comments

CLIC Document Accessibility

With the onset of the new CBR system in 2019, CLIC members discussed with staff the need to make the CBRs and committee materials accessible for people using screen readers and other basic accessibility standards. Last year there were major flaws with current CBR and committee materials that render whole categories of information inaccessible. These issues have continued into 2020, and include:

- The ratings form and other documents are Excel documents that are not correctly formatted as tables. To meet screen reader best practices, Excel tables should be as simple as possible, minimize empty space, and include proper table column and row headers. They should not rely on color coding as a means of communicating information. Information that is not a table and is easily communicated another way, such as a list of meeting dates, should not be put into Excel.
- No headings or alt text were provided for images in the PDF CBRs, including key information such as project titles (which are imported as images, not text), project visuals, and budget request graphs.
- Inappropriate (non-nested) use of headings on the web versions of the CBRs, making them difficult to navigate for keyboard users.
- Reliance on color coding, bold, strikethrough, and outlines to communicate information (not readable by screen readers).

All materials should be tested using a screen reader program, such as JAWS, with the screen turned off and mouse disconnected during testing, in order to ensure materials are accessible.

Improving CBR Submission Quality

In 2019 and 2020, departments neglected to remove the internal guidance text that directs them how to complete CBR fields, or copy-paste long paragraphs of information from one project to the next regardless of its actual relevance to the project. These make it more difficult for projects to be effectively rated for all users, as well as for those relying on screen readers. The practice of copy-pasting information also erodes confidence of CLIC members in the accuracy of the information within individual projects and across department portfolios. Departments should strive to submit CBRs with maximum readability, accessibility, and relevance. All information provided to CLIC should be concise and specific to the submitted CBR project.

City Policies and Direction of Investment

Investments in capital infrastructure are commitments to the long-term sustainability of our City and reflect the goals and policies of our residents. CLIC is an advisory body to the Mayor and City Council, setting priorities and making recommendations for capital investments within the parameters of established public policies. Therefore, it is noteworthy that CLIC's review and prioritizing of capital investment spending does not reflect the transience of public opinions or the intentions of uncertain policies.

Consequently, in the case of investments in the Minneapolis Police Department (MPD) capital infrastructure, CLIC members believe that there is insufficient evidence of the direction of public policies to set priorities. The range of possibilities can include downsizing the police function, reform and decentralization, retraining of the police force, or adding supportive non-police workers at the precincts.

General Comments

Therefore, CLIC advises the Mayor and City Council to delay all MPD capital infrastructure investments until clear policies are established that harmonize the requirements of federal, state, County, City, and community strategic and operational priorities.

Additionally, public water and sewer infrastructure should undergo similar strategic review. Since water and sewer infrastructure can have a useful life of 50 to 100 years, proper scaling and location should not proceed without the determination of required capacities defined for CLIC to consider in its investment reviews. Those projects that fall into the “break/fix” approach should be funded under the operational budget, while strategic investments that support future growth should remain as capital investments. Moreover, CLIC recommends that the Department of Public Works develops, in collaboration with city residents, a 30-year infrastructure replacement plan that recognizes changing requirements, investment strategies, environmental and climate goals, and emerging technologies that will have a significant lasting impact on Minneapolis.

Carbon Consideration

As the City has officially recognized the threat of climate change by declaring a climate emergency, CLIC strongly encourages City capital investments spurn business as usual and instead incorporate low carbon alternatives for materials and designs, wherever feasible. For example, new developments in low carbon concrete could provide an alternative material for roads and buildings, and all new park, police, fire, and other City buildings should follow and meet Minnesota’s Sustainable Buildings 2030 standard for energy efficiency.

Inflation Adjustments

Scaling funding with inflation for programs: A number of programs such as TR008 Parkway Street Light Replacement and PV104 ADA Ramp Replacement Program have the same budget requests from year to year. Because the value of a dollar goes down each year due to inflation, yet the need for these programs is static or grows based on the aging infrastructure, logic would hold that fewer street lights and fewer ramps would be replaced over time. As has been noted at CLIC public hearings, the ADA ramp replacement program, as an example, at current pace, assuming no inflation, would require 80 years to complete ramp replacement. CLIC recommends at a very minimum that the City build inflation assumptions into such program budgets requests to ensure adequate progress is maintained.

Climate Change and Parking

The Capital Budget Requests (CBR’s) for 2021 – 2026 entitled PSD18-Regulatory Services Facility, PSD19-Impound Lot Facility, MPD04-New 1st Police Precinct, FIR11- New Fire Station No. 11, and WTR18-Water Distribution Facility reference needs for “improved parking” or “improved parking options” and/or vehicle storage. Given that the City’s Climate Action Plan and Complete Streets policy have express goals around encouraging users to walk, bicycle, and/or use public transit, CBR’s that include parking needs should define how they are integrating the above policies to reduce the need for public, staff, and fleet parking and vehicle storage.

Human Development Comments

MPD04 – New 1st Police Precinct

MPD05 – 4th Police Precinct

In view of the City Council's intent to amend the City Charter on the 2021 ballot regarding policing and community safety, CLIC recommends that no funding occur earlier than 2022, or such time as a decision among City policymakers is made, for all investments in physical infrastructure for the Minneapolis Police Department. These include capital investments in Police Precincts 1, 3, 4, and 5. This delay should await the outcomes of the City's reimagining policing and of current litigation against the City regarding the sufficiency of policing for our residents. Both outcomes may dramatically affect where, when, and to what extent there will be policing in Minneapolis requiring precinct facilities, if at all.

FIR14 – New Fire Station No. 19

While recognizing the needs of the University of Minnesota and its important contribution to Minneapolis, CLIC strongly recommends the University of Minnesota fully compensate the City of Minneapolis to relocate the existing vital and functional Fire Station No. 19. Also, because the area around the stadium indicated as potential locations is indicated as Transit 15 in the land use map of the 2040 comprehensive plan, we support staff's idea to create a mixed-use development.

PK004 – Off-Street Systems

CLIC commends the City for investing in energy efficiency through LED conversions and encourages further work in that vein by considering air source heat pump technology for cooling equipment switch outs such that the heat pumps can be used for efficient heating on the shoulder seasons.

FLT01 – Fuel and Charging Stations

CLIC requests that since gasoline and diesel infrastructure and electric vehicle chargers achieve and address City goals in different ways, fueling and charging projects should be treated as separate projects such that they can be scored appropriately.

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Transportation Comments

ADA Transition Plan

In early 2020 the Minneapolis City Council approved the Americans with Disabilities Act (ADA) Transition Plan for the Department of Public Works (DPW) describing the City's efforts to remove accessibility barriers within the public right of way. The Plan determined that DPW lacks usable, comprehensive data on three out of four infrastructure types including sidewalks, street crossings, and traffic signals and that the data for the 4th category of ADA-compliant pedestrian ramps is incomplete. This means that Minneapolis doesn't fully know the condition of sidewalks, the locations of sidewalk obstructions and gaps, whether traffic signals meet ADA guidelines, or where barriers exist at pedestrian ramps and street crossings. The result is an unorganized and piecemeal effort to meet the intent of the ADA law, with no systematic plan to work through the backlog.

Thirty years following the passage of the ADA law, CLIC believes Minneapolis should have a more robust plan to make our streets and sidewalks accessible for all citizens. We strongly recommend that DPW thoroughly review the ADA Transition Plan prior to drafting Capital Budget Request documents for next year and that CBRs include details about how the department is making changes based on the ADA Transition Plan findings. The capital budget process is an excellent opportunity to identify funding needed to remove accessibility barriers because the programs already exist, including: SWK01 Defective & Hazardous Sidewalks, SWK02 Sidewalk Gaps, PV104 ADA Ramp Replacement Program, TR021 Traffic Signals, and dozens of street reconstruction projects. However, DPW needs to significantly step up data collection and analysis to inform appropriate funding levels and to meet the requirements of the ADA.

General Transportation

Bikeway users employ varying wheeled devices from bicycles to rollerblades to scooters. How these devices respond to the pavement condition is much different from and often more sensitive than how cars respond to pavement. Seeing this, CLIC recommends the City develop a pavement condition metric similar to the PCI (Pavement Condition Index) used for streets that is specific and appropriate for assessing the condition of bikeways and the needs of users of the infrastructure.

PV175 – 38th Street, Park Ave to 23rd Ave S

PV172 – Chicago Ave, Lake Street to 38th Street

PV176 – Chicago Ave, 38th Street to 46th Street

These three projects all include the intersection at Chicago Ave S and 38th Street – the intersection where George Floyd was murdered earlier this year. Given the significance of this intersection, CLIC recommends that the Department of Public Works prioritize deep community engagement on these projects. While these are three distinct projects, the community engagement efforts around this intersection should be connected, linking these projects together. CLIC encourages the Department to be adaptive and responsive to the community in terms of process, design, and timeline to ensure that these projects support (and do not hinder) the creation and maintenance of a George Floyd memorial.

BIK28 Protected Bikeways Program

This program has been effective in dramatically expanding the protected bicycle infrastructure in Minneapolis. The design of the various new projected bike infrastructure, such as advisory lanes, is often novel to many road users; they do not always understand the intent of these designs. As referenced in the General Comment regarding Project Education and Communication, it is imperative that the City take an active approach to educate users of the new infrastructure about how it should be utilized. Also, as much as possible, CLIC recommends the City standardize its protected bikeway infrastructure to ensure appropriate use by road user

Transportation Comments

PV001 Parkway Paving Program

CLIC understands that the Minneapolis Parks and Recreation Board owns about 55 miles of parkways across Minneapolis, a network that allows people to experience the city's parks, lakes, and gardens, as well as providing access for use by commuters. Based on the public input received along with the direct experience of several CLIC members, the committee asks the Department of Public Works to inventory the parkway system. It should then determine whether the \$750,000 annual expenditure is adequate to deliver this program and to avoid potentially damaging and dangerous roadway conditions along the parkways.

PV113 29th St W Phase 2

To justify this design for a shared-use street, the Department of Public Works and other interested city and outside parties need to work harder to program the street in a way that carries out the original vision of shared use, such as street fairs, farmer markets and the like. Hennepin County should also be approached as this project unfolds to rehabilitate and protect, perhaps with bollards, the historic railings that separate some portions of the street from the adjacent Greenway trench, while upgrading the chain-link fence in other sections. These improvements would enhance the appearance of the corridor.

Given the un-mowed nature of some portions of the boulevard installed as part of phase 1 of this project, the project budget for this phase should include either 1) a line item for wild grasses or flowers that look better when not mowed or 2) a mowing agreement with adjacent property owners, especially on the north side.

PV123 Logan Park Industrial

The streets in this area currently have head-in and angle parking, which accommodates a significantly greater number of vehicles compared with parallel parking. In previous years, at the public hearing, concern has been expressed that redesign of the street and certain pedestrian improvements may cause the loss of a large number of parking spaces in the area, if head-in and angle parking are no longer possible. This will create difficulty for not only the businesses on those streets, but also for residential buildings and several churches on the adjacent blocks.

CLIC requests that the Department of Public Works use a robust public engagement process early in the planning stages of this project, so that these concerns can be further understood and addressed, with the hope that a solution can be found that accommodates all interested parties, particularly existing businesses that have supported the area for years, and are now experiencing some of the negative aspects of gentrification.

PV123 Logan Park Industrial

PV142 Downtown East Paving

PV143 North Industrial

CLIC recommends that when the Department of Public Works undertakes the repaving of streets comprised of bricks and does not consider the recovered bricks to be appropriate for potential reuse, it should consider alternative strategies to allowing contractors to dispose of them, such as crushing them for use as base material, using the city's concrete-crushing capacity. CLIC asks the department to respond to this comment.

BR101 Major Bridge Repair and Rehabilitation

CLIC members concur with the Public Works' staff who stated during virtual question & answer sessions that the \$400,000 annual program funding is sufficient to stay ahead of the curve on major bridge repair

Transportation Comments

and rehabilitation. CLIC recognizes how valuable this ongoing program is to extend the operational life of bridge structures across the city.

PV126 Bryant Ave S (50th St W to Lake St W)

PV141 Grand Ave S (Lake St W to 48th St W)

Last year, CLIC recommended the Bryant Avenue South project be moved ahead of the Grand Avenue South project. While CLIC recognizes and appreciates that Bryant Avenue was moved ahead one year in the CIP, the fundamental request remains. The Department of Public Works has continually failed to provide a rationale for prioritizing Grand Avenue in an earlier year over Bryant Avenue. As Bryant Avenue is more heavily traveled by all road users, Bryant Avenue carries a lower pavement condition index than Grand Avenue, and the street is a designated bike boulevard and bikes are more impacted by rough pavement, logic would hold that the Bryant Avenue project should come before that on Grand Avenue.

PV158 Hennepin Ave (Lake St W to Douglas Ave)

CLIC commends the Department of Public Works for moving forward with a stakeholder advisory group to support the engagement on this project. It should be noted, however, that knowledge of this group was brought to CLIC not through the Department, but only by happenstance that a CLIC member is part of said group. CLIC respectfully requests that the Department respond to prior year CLIC comments in CBRs or during presentations to facilitate important and more efficient information exchange.

CLIC recognizes that Hennepin Avenue from Lake to Douglas is a unique street in Minneapolis, not only because a multitude of small businesses thrive along the street, but because the corridor is the primary funnel of multiple transportation modes between the lakes area and Downtown. In addition, according to the recent Pedestrian Crash Study, several intersections along the street are some of the most dangerous in the City.

CLIC believes that projects like this are where the five-year planning process is exceptionally valuable, lining up complex projects and giving the Department's staff an opportunity to develop a plan that addresses shortcomings of this corridor through the lens of recently-developed policies such as the modal priority framework and Vision Zero. In addition, CLIC encourages the Department to innovate in corridors, such as this, because of the possibility for significant trade-offs with every option. CLIC commends the trial bus lanes to test whether this type of investment could provide benefits in a cost-effective, low-risk fashion. CLIC encourages the Department to iterate on these trials in the planning years and to utilize event opportunities, such as the development of a Hennepin Open Streets, to maximize engagement and occasions to re-envision the street.

SWK02 Sidewalk Gaps

As noted in previous reports, CLIC continues to be pleased to see the Sidewalk Gaps program included in the ongoing 5-year Capital Improvement Program. The program was an outgrowth of the input received at past public information sessions, illustrating that residents can identify service gaps and lead to positive changes.

With that, the most recent Pedestrian Master Plan does not appear to include Richfield Road as a sidewalk gap. Considering the Pedestrian Master Plan and the bus and trolley stop in the middle of Richfield Road, we request that a pedestrian crossing be evaluated to increase safety for transit users crossing Richfield Road to the Grand Rounds trail instead of building an entire new sidewalk. We also request that public works follow up with the committee on the conclusions reached, as a result of this request.

Transportation Comments

TR021 Traffic Signals

CLIC commends the Department of Public Works for disengaging the “beg buttons” which had been required to trigger the pedestrian walk signal at many intersections. Understanding that this change was made in response to the COVID-19 pandemic, we encourage the Department to examine how this change has made it easier and faster to be a pedestrian and to strongly consider maintaining this setting beyond the needs of the pandemic.

A continued area of concern is the timing of when a light turns green in conjunction with light rail. CLIC members have observed the light turning green before a light rail train has finished passing through an intersection. We encourage the Department to work with Metro Transit to reexamine if an additional lag in timing may be needed to ensure a train clears the intersection before cars, buses, bikes and pedestrians are given a green light.

TR022 Traffic Safety Improvements

CLIC commends the City’s work to utilize roadway paint and signals to improve traffic safety, and at the same time strongly encourages the Department of Public Works to consider piloting other design aspects, such as signal placement to prevent “crosswalk creep” and improve pedestrian and bike safety. Although stop bars indicate on the pavement where vehicles should stop at a signaled intersection, the reality is that many vehicles do not recognize that bar and instead stop within the crosswalk. Especially in right turn lanes, vehicles will completely encroach the crosswalk and not look for people walking and rolling in the crosswalk. CLIC encourages the Department to test and pilot physical design elements that reduce crosswalk creep, such as installing near-side signals that will make it physically difficult and less attractive to encroach on the crosswalk.

WTR27 Meter Replacement Program

This project promises greater insight into water use in the city and the Department of Public Works should seek to maximize this investment by ensuring that the data is being put to use by other city programs. The Minneapolis Commercial and Multifamily Building Energy Disclosure ordinance, commonly known as benchmarking, requires that large and multifamily buildings 50,000 square feet and greater report their energy and water consumption to the City on an annual basis via EPA’s ENERGY STAR Portfolio Manager online tool. The electric and gas utilities have established automatic data transfer processes that help buildings comply with the City’s ordinance. Entering the water data, however, is still a manual process, but this could and should be automated, as the City of Bloomington has done with their water use. Coordinating this project with the benchmarking ordinance would support the City goals of offering high-quality public service and competence.

Street Infrastructure Ordinance

As CLIC has continued to comment for the past several years, the committee applauds the effort undertaken by the City to find a solution to the difficulties of maintaining the condition of existing parks and streets infrastructure at an acceptable level. The Neighborhood Park and Street Infrastructure ordinance clearly outlines the significant amount of capital that has been committed to fund capital projects aimed at maintaining and improving the condition of these assets. The ordinance specifically earmarks funding for park and street infrastructure for 20 years, which began in 2017.

As a result of the ordinance, this significantly changed and complicated the process CLIC uses to review and rate projects. Previously, preference was not given to any particular type of project, but rather, each project was simply rated on its own merits. This process had to be modified because, as required by the ordinance, an additional \$8 million, plus inflation adjustments, must be spent on park capital projects

Transportation Comments

each year (roughly \$8 million to \$9 million annually, or \$50 million in total for parks, over the 6-year period 2021-2026), and an additional \$21.2 million, plus inflation adjustments, must be spent on street infrastructure each year (roughly \$23 million to \$25 million annually, or \$145 million in total for streets, in the 6-year period 2021-2026).

Again this year, the committee had to balance both the bottom-line net debt bond budget, while also ensuring, to the extent possible, that the requirements for parks and streets infrastructure, as defined in the ordinance, were also being met. We commend Public Works for increasing the number of paving projects this year, which allowed CLIC to make real choices between projects, while still ensuring funding requirements were satisfied.

Unfortunately, the same cannot be said for the Park Board. Based on the projects submitted, the Park Board requested roughly \$13 million in each year of the current 6-year plan. That amounts to just 24% more than the required amount of funding in 2021, falling to just 15% more than the required funding level in 2026, based on the ordinance. As we have stated previously, this effectively transfers the committee's advisory role, and the elected officials' ability to execute on that advice, or a different strategy, to the Park Board. This makes the capital budget process much less robust than it should be. The committee again requests that the Park Board submit more projects for each year, so that CLIC is able to make real choices.

To that end, the committee does not believe that funding projects solely to meet the ordinance requirements is good budgeting practice. The Park Board simply did not submit enough projects that met our threshold for funding. That is why we are recommending funding Park Board projects at amounts that fall slightly short of ordinance-dictated levels. Those shortfalls range from less than 3% to almost 20% in each year of the plan, and are less than 10%, in total, for the 6-year period.

With respect to making sure that our recommendations adhered to balanced budget requirements, the committee took a slightly different approach this year. The net bond allocations were established by the City Council back in February before the start of the pandemic, and, despite our requests, were not revised before our recommendations were completed. As a result, we operated under the assumption that these allocations (and possibly the allocations to streets and parks) may be reduced. With this in mind, we were much less focused on ensuring that each year of the plan was balanced with respect to net debt bonds, or fully funded with respect to the ordinance. Instead, we were more concerned with ensuring that the total 6-year period met those requirements.

Another reason for this approach is that moving funds between years has the effect of changing the timing of when various projects can be started and completed. The committee does not have enough information to know whether those shifts are realistic in terms of actually having the non-financial resources available for all of the timing changes that result. The result of all of this is that the streets funding level is underfunded by -1.5% over the 6-year period, the parks level is underfunded by -9.8%, and the net debt bond budget is balanced for the 6-year period.

In order to facilitate all of the activity described above, a number of non-paving projects were either not funded, or had to be funded at lower levels as funding had to be diverted to street infrastructure work to comply with the ordinance. This underscores an unfortunate unintended consequence of a highly prescriptive ordinance such as this. It allows very little flexibility to balance other important capital projects against the requirements of the ordinance. As an example, streets are rather narrowly defined to mean the surface condition of roadways. The committee was presented with a significant amount of

Transportation Comments

funding requests for bridges. These projects are not counted as part of the streets infrastructure ordinance. As a result, there is an opportunity cost for these and many other projects since compliance with the ordinance is required. Deferring capital improvements in other areas, particularly bridges which tend to be costly, will make those projects even more expensive in the future.

The committee again recommends that the Mayor and City Council consider introducing more flexibility to the Neighborhood Park and Street Infrastructure ordinance. This could be accomplished by submitting more projects, expanding definitions of the types of projects that qualify, compliance with the funding requirements in 6-year periods instead of annually, expanding the definition of qualified funds, direct amendments to the ordinance, or some combination of these. Given all of the economic challenges the City is facing as a result of the pandemic, if there was ever a year to implement these ideas, 2020 is it.

Capital Budget Summary
Department Requested Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
Miscellaneous Projects							
ART01 - Art in Public Places	750	765	780	795	810	825	4,725
Total	750	765	780	795	810	825	4,725
Miscellaneous Projects Total	750	765	780	795	810	825	4,725
Municipal Building Commission							
MBC01 - Life Safety Improvements	2,585	6,236	-	-	-	-	8,821
MBC02 - Mechanical Systems Upgrade	4,331	6,236	-	-	-	-	10,567
MBC10 - Exterior Improvements	5,550	-	-	-	-	-	5,550
MBC12 - Safety Improvements - Non-Stagework Areas	910	4,450	1,150	2,350	-	-	8,860
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements	300	-	-	-	-	-	300
Total	13,675	16,923	1,150	2,350	-	-	34,098
Municipal Building Commission Total	13,675	16,923	1,150	2,350	-	-	34,098
Park Board							
PRK02 - Playground and Site Improvements Program	1,245	1,041	1,420	1,172	1,275	1,404	7,557
PRK03 - Shelter - Pool - Site Improvements Program	-	544	300	-	-	-	844
PRK04 - Athletic Fields - Site Improvement Program	516	-	-	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements	2,780	665	-	-	-	-	3,445
PRK36 - North Commons Park Implementation	1,000	-	-	-	-	-	1,000
PRK37 - Powderhorn Park Implementation	460	641	-	-	-	-	1,101
PRK38 - Sibley Field Park Implementation	300	-	-	-	-	-	300
PRK40 - Elliot Park Implementation	-	-	515	988	-	-	1,503
PRK41 - East Phillips Park Implementation	-	428	-	-	970	-	1,398
PRK42 - Farview Park Implementation	-	-	750	500	-	-	1,250
PRK43 - Audubon Park Implementation	-	-	-	1,355	100	-	1,455
PRK44 - Bottineau Park Implementation	-	-	-	-	1,400	-	1,400
PRKCP - Neighborhood Parks Capital Infrastructure	2,065	5,565	5,910	4,906	5,175	7,516	31,137
PRKDT - Diseased Tree Removal	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program	4,315	3,795	3,785	3,760	3,760	3,760	23,175
Total	12,981	12,979	12,980	12,981	12,980	12,980	77,881
Park Board Total	12,981	12,979	12,980	12,981	12,980	12,980	77,881
Public Grounds and Facilities							
FIR11 - New Fire Station No. 11	-	-	5,000	4,144	-	-	9,144
FIR12 - New Fire Station No. 1	1,313	-	-	-	-	-	1,313
FIR14 - New Fire Station No. 19	-	-	-	1,000	13,000	-	14,000
MPD04 - New 1st Police Precinct	4,000	6,100	2,400	-	-	-	12,500
MPD05 - 4th Police Precinct	-	-	100	4,000	6,100	2,400	12,600
PSD15 - Traffic Maintenance Facility Improvement	200	2,000	2,000	-	-	-	4,200
PSD16 - Farmer's Market Improvements	-	2,500	2,500	-	-	-	5,000
PSD18 - Regulatory Services Facility	1,000	3,750	-	-	-	-	4,750
PSD19 - Impound Lot Facility	1,400	-	-	-	-	-	1,400
PSD20 - City Hall & New Public Service Center	6,000	7,700	4,300	2,300	-	-	20,300
PSD21 - Hiawatha Training & Recruitment Center	-	6,000	5,100	-	-	-	11,100
PSD22 - Reg Services MACC	-	50	-	-	-	-	50
PSD23 - MPD Training & Wellness Facility	100	6,000	8,000	8,000	-	-	22,100
PSD24 - Solar (TBD)	2,000	1,550	1,118	505	580	510	6,263
Total	16,013	35,650	30,518	19,949	19,680	2,910	124,720
Public Grounds and Facilities Total	16,013	35,650	30,518	19,949	19,680	2,910	124,720
Public Works							
Street Paving							
PV001 - Parkway Paving Program	750	750	750	750	750	750	4,500
PV006 - Alley Renovation Program	250	250	250	250	250	250	1,500
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	250	1,500
PV063 - Unpaved Alley Construction	220	220	220	220	220	220	1,320
PV074 - CSAH & MnDOT Cooperative Projects	4,325	5,850	2,375	1,750	6,318	500	21,118
PV075 - Development Infrastructure Program	500	500	500	500	500	500	3,000
PV092 - Technology Drive NE and 37th Ave NE	-	-	-	-	-	5,934	5,934
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	1,500	-	-	-	-	-	1,500
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	500	3,000
PV108 - Concrete Streets Rehabilitation Program	5,130	5,053	4,259	3,453	4,852	4,852	27,599
PV113 - 29th St W Phase 2	-	-	-	-	-	3,006	3,006
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	3,000	-	-	-	-	-	3,000
PV122 - Dowling Ave (I-94 to 1st St N)	-	13,860	840	-	-	-	14,700
PV123 - Logan Park Industrial	-	-	6,920	-	-	-	6,920

Capital Budget Summary
Department Requested Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV126 - Bryant Ave S (50th St W to Lake St W)	-	10,796	8,647	-	-	-	19,443
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	-	13,142	-	-	-	13,142
PV131 - Res Neighborhood Reconst Projects	2,968	4,148	4,074	4,074	4,074	4,074	23,412
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	6,148	4,132	-	-	10,280
PV137 - 29th Ave NE (Central to Stinson)	-	-	-	8,106	-	-	8,106
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	-	-	5,630	5,630
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	9,205	-	-	9,205
PV141 - Grand Ave S (Lake St. W to 48th St W)	8,559	8,518	-	-	-	-	17,077
PV142 - Downtown East Paving	3,285	840	-	-	-	-	4,125
PV143 - North Industrial	-	-	-	-	-	5,830	5,830
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	-	-	-	-	-	2,070	2,070
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	6,741	-	-	6,741
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	5,332	-	-	-	-	-	5,332
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	-	-	-	-	6,842	-	6,842
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)	-	2,283	-	-	-	-	2,283
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)	6,235	-	-	-	-	-	6,235
PV157 - 33rd Avenue NE, Central Avenue to Stinson	-	-	-	-	-	10,838	10,838
PV158 Hennepin Ave (Lake St W to Douglas Ave)	-	-	18,672	2,903	-	-	21,575
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	-	-	-	7,441	-	-	7,441
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	-	6,973	-	6,973
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	-	17,546	17,546
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave	-	-	-	17,273	-	-	17,273
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	-	-	-	-	-	20,015	20,015
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street	-	-	-	1,830	9,117	-	10,947
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	-	-	-	-	-	9,413	9,413
PV166 - 2nd Street NE, Broadway to Lowry Avenue	-	-	-	-	11,852	-	11,852
PV167 - Dowling Ave N, Thomas to Lyndale	-	-	-	-	14,135	-	14,135
PV169 - 38th Street, Lyndale Ave to Park Ave	-	-	-	-	-	14,536	14,536
PV170 - 11th Avenue S, 8th Street to 24th Street	-	-	-	-	10,788	-	10,788
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	7,812	-	7,812
PV172 - Chicago Ave, Lake Street to 38th Street	-	-	-	-	-	12,748	12,748
PV173 - Chicago Ave, 49th Street to 60th Street	-	-	-	-	-	14,829	14,829
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	-	11,148	11,148
PV175 - 38th Street, Park Ave to 23rd Ave S	-	-	-	-	-	17,883	17,883
PV176 - Chicago Ave, 38th Street to 46th Street	-	-	-	-	-	11,223	11,223
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	3,500	21,000
Street Paving Total	53,319	64,333	78,062	79,893	95,748	185,060	556,415
Bridges							
BR101 - Major Bridge Repair and Rehabilitation	400	400	400	400	400	400	2,400
BR106 - 1st Ave S over HCRRRA	-	-	6,640	-	-	-	6,640
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	30,490	-	30,490
BR133 - Cedar Lake Road Bridge over BNSF Railroad	-	-	4,860	-	-	-	4,860
BR134 - Bridge 9 Program	1,700	2,480	2,910	1,830	4,750	6,820	20,490
Bridges Total	2,100	2,880	14,810	2,230	35,640	7,220	64,880
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems	875	1,000	1,850	1,850	1,850	1,850	9,275
TR011 - City Street Light Renovation	1,000	1,500	1,500	1,500	1,500	1,500	8,500
TR021 - Traffic Signals	1,250	2,125	2,500	2,500	2,500	2,500	13,375
TR022 - Traffic Safety Improvements	2,600	4,495	1,750	1,750	1,750	1,750	14,095
TR024 - Pedestrian Street Lighting Corridors	500	600	1,000	1,000	1,000	1,000	5,100
TR025 - Sign Replacement Program	895	895	895	895	895	895	5,370
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	600	3,600
Traffic Control and Street Lighting Total	8,070	11,565	10,445	10,445	10,445	10,445	61,415
Parking							
PK004 - Off-Street Systems	2,000	2,000	5,000	5,000	5,000	5,000	24,000
PK008 - On-Street Systems	3,000	2,000	140	140	140	140	5,560
Parking Total	5,000	4,000	5,140	5,140	5,140	5,140	29,560
Sidewalks							
SWK01 - Defective Hazardous Sidewalks	2,460	2,460	2,560	2,580	2,580	2,580	15,220
SWK02 - Sidewalk Gaps	300	300	300	300	300	300	1,800
Sidewalks Total	2,760	2,760	2,860	2,880	2,880	2,880	17,020
Active Mobility							
VZ001 - Vision Zero Program	1,000	1,000	500	500	500	500	4,000
Active Mobility Total	1,000	1,000	500	500	500	500	4,000
Bike-Ped							
BIK28 - Protected Bikeways Program	1,000	1,000	1,000	1,000	1,000	1,000	6,000
BP001 - Safe Routes to Schools Program	700	2,000	400	400	400	400	4,300
BP003 - Midtown Greenway Trail Mill & Overlay	1,605	-	-	-	-	-	1,605
BP004 - Pedestrian Safety Program	600	2,000	1,000	1,000	1,000	1,000	6,600
BP005 - Queen Ave N Bike Boulevard	3,100	-	-	-	-	-	3,100

Capital Budget Summary
Department Requested Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
BP006 - 18th Ave NE Trail Gap (Marshall to California)	-	265	270	-	-	-	535
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N	-	-	-	-	-	7,500	7,500
Bike-Ped Total	7,005	5,265	2,670	2,400	2,400	9,900	29,640
Fleet							
FLT01 - Fuel and Charging Stations	336	292	112	112	120	-	972
FLT02 - Vehicle Hoists	200	75	25	25	25	-	350
FLT03 - Vehicle Maintenance System	30	1,050	-	-	-	-	1,080
Fleet Total	566	1,417	137	137	145	-	2,402
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	8,000	8,000	8,000	8,000	8,000	48,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Sanitary Sewer Total	17,000	14,500	14,500	14,500	14,500	14,500	89,500
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program	3,500	3,500	3,500	3,500	3,500	3,500	21,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	5,000	6,000	7,000	7,000	7,000	37,000
SW040 - Central City Parallel Storm Tunnel	14,000	14,000	13,000	-	-	-	41,000
SW99R - Reimbursable Sewer & Storm Drain Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program	2,000	2,300	3,200	4,300	4,300	4,300	20,400
Stormwater Sewer Total	26,500	26,800	27,700	16,800	16,800	16,800	131,400
Water							
WTR12 - Water Distribution Improvements	9,000	9,000	9,000	9,000	9,000	9,000	54,000
WTR18 - Water Distribution Facility	9,265	14,415	13,115	-	-	-	36,795
WTR23 - Treatment Infrastructure Improvements	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR27 - Advanced Metering Infrastructure	2,200	1,200	740	-	-	-	4,140
WTR29 - Columbia Heights Campus Upgrades	-	450	3,525	4,800	4,585	1,700	15,060
WTR31 - Electrical Service Rehabilitation	2,800	7,000	4,600	4,300	3,400	250	22,350
WTR32 - Softening Plant Chemical System Improvements	25	3,650	7,150	2,750	-	-	13,575
WTR33 - 3rd Ave Bridge Water Main	1,000	-	-	-	-	-	1,000
WTR34 - Fridley Facilities and Campus Improvements	3,500	-	-	-	-	-	3,500
WTR35 - Renewable Energy at Water Treatment Campuses	-	-	150	5,000	-	-	5,150
WTR9R - Reimbursable Water Main Projects	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Water Total	32,790	40,715	43,280	30,850	21,985	15,950	185,570
Public Works Total	156,110	175,235	200,104	165,775	206,183	268,395	1,171,802
Grand Total	199,529	241,552	245,532	201,850	239,653	285,110	1,413,225

Capital Budget Summary
CLIC Recommended Budget

	2021	2022	2023	in thousands 2024	2025	2026	Total
Miscellaneous Projects							
ART01 - Art in Public Places	750	765	780	795	810	825	4,725
Total	750	765	780	795	810	825	4,725
Miscellaneous Projects Total	750	765	780	795	810	825	4,725
Municipal Building Commission							
MBC01 - Life Safety Improvements	1,292	3,118	-	-	-	-	4,410
MBC02 - Mechanical Systems Upgrade	4,331	6,236	-	-	-	-	10,567
MBC10 - Exterior Improvements	-	-	-	-	-	-	-
MBC12 - Safety Improvements - Non-Stagework Areas	910	4,450	1,150	2,350	-	-	8,860
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements	-	-	-	-	-	-	-
Total	6,533	13,804	1,150	2,350	-	-	23,837
Municipal Building Commission Total	6,533	13,804	1,150	2,350	-	-	23,837
Park Board							
PRK02 - Playground and Site Improvements Program	1,245	1,041	1,420	1,172	1,275	1,404	7,557
PRK03 - Shelter - Pool - Site Improvements Program	-	544	300	-	-	-	844
PRK04 - Athletic Fields - Site Improvement Program	516	-	-	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements	2,780	665	-	-	-	-	3,445
PRK36 - North Commons Park Implementation	1,000	-	-	-	-	-	1,000
PRK37 - Powderhorn Park Implementation	460	641	-	-	-	-	1,101
PRK38 - Sibley Field Park Implementation	-	-	-	-	-	-	-
PRK40 - Elliot Park Implementation	-	-	515	988	-	-	1,503
PRK41 - East Phillips Park Implementation	-	-	-	-	-	-	-
PRK42 - Farview Park Implementation	-	-	-	-	-	-	-
PRK43 - Audubon Park Implementation	-	-	-	-	-	-	-
PRK44 - Bottineau Park Implementation	-	-	-	-	1,400	-	1,400
PRKCP - Neighborhood Parks Capital Infrastructure	2,065	5,565	5,910	4,906	5,175	7,516	31,137
PRKDT - Diseased Tree Removal	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program	4,315	3,795	3,785	3,760	3,760	3,760	23,175
Total	12,681	12,551	12,230	11,126	11,910	12,980	73,478
Park Board Total	12,681	12,551	12,230	11,126	11,910	12,980	73,478
Public Grounds and Facilities							
FIR11 - New Fire Station No. 11	-	-	5,000	4,144	-	-	9,144
FIR12 - New Fire Station No. 1	1,313	-	-	-	-	-	1,313
FIR14 - New Fire Station No. 19	-	-	-	-	-	-	-
MPD04 - New 1st Police Precinct	-	-	-	-	-	-	-
MPD05 - 4th Police Precinct	-	-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement	-	-	-	-	-	-	-
PSD16 - Farmer's Market Improvements	-	-	-	-	-	-	-
PSD18 - Regulatory Services Facility	-	-	-	-	-	-	-
PSD19 - Impound Lot Facility	1,400	-	-	-	-	-	1,400
PSD20 - City Hall & New Public Service Center	6,000	7,700	4,300	2,300	-	-	20,300
PSD21 - Hiawatha Training & Recruitment Center	-	6,000	5,100	-	-	-	11,100
PSD22 - Reg Services MACC	-	-	-	-	-	-	-
PSD23 - MPD Training & Wellness Facility	-	-	-	-	-	-	-
PSD24 - Solar (TBD)	2,000	1,550	1,118	505	580	510	6,263
Total	10,713	15,250	15,518	6,949	580	510	49,520
Public Grounds and Facilities Total	10,713	15,250	15,518	6,949	580	510	49,520
Public Works							
Street Paving							
PV001 - Parkway Paving Program	750	750	750	750	750	750	4,500
PV006 - Alley Renovation Program	-	-	-	-	-	-	-
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	250	1,500
PV063 - Unpaved Alley Construction	-	-	-	-	-	-	-
PV074 - CSAH & MnDOT Cooperative Projects	4,325	5,850	2,375	1,750	6,318	500	21,118
PV075 - Development Infrastructure Program	-	-	-	-	-	-	-
PV092 - Technology Drive NE and 37th Ave NE	-	-	-	-	-	-	-
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	-	-	-	-	-	-	-
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	500	3,000
PV108 - Concrete Streets Rehabilitation Program	5,130	5,053	4,259	3,453	4,852	4,852	27,599
PV113 - 29th St W Phase 2	-	-	-	-	-	-	-
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	3,000	-	-	-	-	-	3,000
PV122 - Dowling Ave (I-94 to 1st St N)	-	13,860	840	-	-	-	14,700
PV123 - Logan Park Industrial	-	-	-	-	-	-	-

Capital Budget Summary
CLIC Recommended Budget

	in thousands						
	2021	2022	2023	2024	2025	2026	Total
PV126 - Bryant Ave S (50th St W to Lake St W)	-	10,796	8,647	-	-	-	19,443
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	-	13,142	-	-	-	13,142
PV131 - Res Neighborhood Reconst Projects	2,968	4,148	4,074	4,074	4,074	4,074	23,412
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	6,148	4,132	-	-	10,280
PV137 - 29th Ave NE (Central to Stinson)	-	-	-	-	-	-	-
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	-	-	5,630	5,630
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	-	-	-	-
PV141 - Grand Ave S (Lake St. W to 48th St W)	8,559	8,518	-	-	-	-	17,077
PV142 - Downtown East Paving	-	-	-	-	-	-	-
PV143 - North Industrial	-	-	-	-	-	-	-
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	-	-	-	-	-	-	-
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	-	-	-	-
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	5,332	-	-	-	-	-	5,332
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	-	-	-	-	-	-	-
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)	-	2,283	-	-	-	-	2,283
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)	6,235	-	-	-	-	-	6,235
PV157 - 33rd Avenue NE, Central Avenue to Stinson	-	-	-	-	-	-	-
PV158 Hennepin Ave (Lake St W to Douglas Ave)	-	-	18,672	2,903	-	-	21,575
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	-	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	-	-	-	-
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	-	-	-
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave	-	-	-	-	-	-	-
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	-	-	-	-	-	-	-
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street	-	-	-	-	-	-	-
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	-	-	-	-	-	-	-
PV166 - 2nd Street NE, Broadway to Lowry Avenue	-	-	-	-	-	-	-
PV167 - Dowling Ave N, Thomas to Lyndale	-	-	-	-	-	-	-
PV169 - 38th Street, Lyndale Ave to Park Ave	-	-	-	-	-	-	-
PV170 - 11th Avenue S, 8th Street to 24th Street	-	-	-	-	-	-	-
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	-	-	-
PV172 - Chicago Ave, Lake Street to 38th Street	-	-	-	-	-	-	-
PV173 - Chicago Ave, 49th Street to 60th Street	-	-	-	-	-	-	-
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	-	-	-
PV175 - 38th Street, Park Ave to 23rd Ave S	-	-	-	-	-	-	-
PV176 - Chicago Ave, 38th Street to 46th Street	-	-	-	-	-	-	-
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	3,500	21,000
Street Paving Total	47,564	62,523	70,172	28,327	27,259	27,071	262,916
Bridges							
BR101 - Major Bridge Repair and Rehabilitation	400	400	400	400	400	400	2,400
BR106 - 1st Ave S over HCRRRA	-	-	6,640	-	-	-	6,640
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	30,490	-	30,490
BR133 - Cedar Lake Road Bridge over BNSF Railroad	-	-	-	-	-	-	-
BR134 - Bridge 9 Program	1,700	2,480	2,910	1,830	4,750	5,144	18,814
Bridges Total	2,100	2,880	9,950	2,230	35,640	5,544	58,344
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems	875	1,000	1,850	1,850	1,850	1,850	9,275
TR011 - City Street Light Renovation	1,000	1,500	1,500	1,500	1,500	1,500	8,500
TR021 - Traffic Signals	1,250	2,125	2,500	2,500	2,500	2,500	13,375
TR022 - Traffic Safety Improvements	2,600	4,495	1,750	1,750	1,750	1,750	14,095
TR024 - Pedestrian Street Lighting Corridors	500	600	1,000	1,000	1,000	1,000	5,100
TR025 - Sign Replacement Program	895	895	895	895	895	895	5,370
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	600	3,600
Traffic Control and Street Lighting Total	8,070	11,565	10,445	10,445	10,445	10,445	61,415
Parking							
PK004 - Off-Street Systems	2,000	2,000	5,000	5,000	5,000	5,000	24,000
PK008 - On-Street Systems	3,000	2,000	140	140	140	140	5,560
Parking Total	5,000	4,000	5,140	5,140	5,140	5,140	29,560
Sidewalks							
SWK01 - Defective Hazardous Sidewalks	2,460	2,460	2,560	2,580	2,580	2,580	15,220
SWK02 - Sidewalk Gaps	300	300	300	300	300	300	1,800
Sidewalks Total	2,760	2,760	2,860	2,880	2,880	2,880	17,020
Active Mobility							
VZ001 - Vision Zero Program	1,000	1,000	500	500	500	500	4,000
Active Mobility Total	1,000	1,000	500	500	500	500	4,000
Bike-Ped							
BIK28 - Protected Bikeways Program	1,000	1,000	1,000	1,000	1,000	1,000	6,000
BP001 - Safe Routes to Schools Program	700	2,000	400	400	400	400	4,300
BP003 - Midtown Greenway Trail Mill & Overlay	1,605	-	-	-	-	-	1,605
BP004 - Pedestrian Safety Program	600	2,000	1,000	1,000	1,000	1,000	6,600
BP005 - Queen Ave N Bike Boulevard	3,100	-	-	-	-	-	3,100

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
BP006 - 18th Ave NE Trail Gap (Marshall to California)	-	265	270	-	-	-	535
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N	-	-	-	-	-	7,500	7,500
Bike-Ped Total	7,005	5,265	2,670	2,400	2,400	9,900	29,640
Fleet							
FLT01 - Fuel and Charging Stations	336	292	112	112	120	-	972
FLT02 - Vehicle Hoists	200	75	25	25	25	-	350
FLT03 - Vehicle Maintenance System	30	1,050	-	-	-	-	1,080
Fleet Total	566	1,417	137	137	145	-	2,402
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	8,000	8,000	8,000	8,000	8,000	48,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Sanitary Sewer Total	17,000	14,500	14,500	14,500	14,500	14,500	89,500
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program	3,500	3,500	3,500	3,500	3,500	3,500	21,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	5,000	6,000	7,000	7,000	7,000	37,000
SW040 - Central City Parallel Storm Tunnel	14,000	14,000	13,000	-	-	-	41,000
SW99R - Reimbursable Sewer & Storm Drain Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program	2,000	2,300	3,200	4,300	4,300	4,300	20,400
Stormwater Sewer Total	26,500	26,800	27,700	16,800	16,800	16,800	131,400
Water							
WTR12 - Water Distribution Improvements	9,000	9,000	9,000	9,000	9,000	9,000	54,000
WTR18 - Water Distribution Facility	7,633	10,825	10,175	-	-	-	28,633
WTR23 - Treatment Infrastructure Improvements	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR27 - Advanced Metering Infrastructure	2,200	1,200	740	-	-	-	4,140
WTR29 - Columbia Heights Campus Upgrades	-	450	3,525	4,800	4,585	1,700	15,060
WTR31 - Electrical Service Rehabilitation	2,800	7,000	4,600	4,300	3,400	250	22,350
WTR32 - Softening Plant Chemical System Improvements	25	3,650	7,150	2,750	-	-	13,575
WTR33 - 3rd Ave Bridge Water Main	1,000	-	-	-	-	-	1,000
WTR34 - Fridley Facilities and Campus Improvements	3,500	-	-	-	-	-	3,500
WTR35 - Renewable Energy at Water Treatment Campuses	-	-	150	5,000	-	-	5,150
WTR9R- Reimbursable Water Main Projects	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Water Total	31,158	37,125	40,340	30,850	21,985	15,950	177,408
Public Works Total	148,723	169,835	184,414	114,209	137,694	108,730	863,605
Grand Total	179,400	212,205	214,092	135,429	150,994	123,045	1,015,164

6-Year Capital Funding Summary
Department Requested Budget
General Infrastructure and Enterprise Funding Summary

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
General Infrastructure							
Federal Grants	2,100	5,495	7,000	7,000	7,000	5,000	33,595
Hennepin County Grants	7,588	9,211	4,895	2,175	1,000	1,000	25,869
Municipal State Aid	13,775	12,100	12,000	11,900	11,900	8,200	69,875
Net Debt Bonds	58,916	84,990	83,990	79,383	94,823	178,815	580,916
Other Local Governments	300	10,350	11,446	-	2,909	-	25,005
Park Capital Levy	2,180	2,180	2,180	2,180	2,180	2,180	13,080
Private Contributions	-	1,500	1,500	-	-	-	3,000
Reimbursements	4,100	4,100	4,100	4,100	4,100	4,100	24,600
Sidewalk Assessments	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Special Assessment Bonds	9,732	9,107	12,446	11,121	13,201	23,966	79,573
State Grants	-	-	-	-	27,690	-	27,690
Transfer from Capital Fund	-	-	-	-	6,833	1,595	8,428
Transfer from Debt Service	-	-	536	-	-	-	536
Transfer from General Fund	17,287	12,689	11,869	12,955	5,822	5,060	65,682
Transfer from Stormwater Fund	1,561	1,577	1,593	1,609	1,625	804	8,769
General Infrastructure Total	119,538	155,300	155,555	134,423	181,083	232,720	978,618
Enterprise							
Net Debt Bonds	-	2,900	2,400	-	-	-	5,300
Parking Bonds	4,400	2,000	-	-	-	-	6,400
Parking Revenue	2,000	2,300	5,440	5,140	5,140	5,140	25,160
Reimbursements	4,000	4,000	4,000	4,000	4,000	4,000	24,000
Sanitary Bonds	13,000	11,800	10,800	8,500	8,000	8,500	60,600
Sanitary Revenue	3,000	2,000	3,000	5,000	5,500	5,000	23,500
Sewer Bonds	2,500	1,323	1,323	-	-	-	5,145
Solid Waste & Recycling Bonds	-	800	600	-	-	-	1,400
Stormwater Bonds	15,500	17,023	18,523	7,500	7,000	7,500	73,045
Stormwater Revenue	12,500	10,300	9,700	8,300	8,800	8,300	57,900
Transfer from Internal Service Fund	-	2,920	2,920	-	-	-	5,840
Water Bonds	16,525	21,170	24,835	22,850	13,985	7,950	107,315
Water Revenue	6,000	6,000	6,000	6,000	6,000	6,000	36,000
Enterprise Total	79,425	84,535	89,540	67,290	58,425	52,390	431,605
Internal Service							
Other	566	1,717	437	137	145	-	3,002
Internal Service Total	566	1,717	437	137	145	-	3,002
Grand Total	199,529	241,552	245,532	201,850	239,653	285,110	1,413,225

City-Wide Capital Funding Summary

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Enterprise Bonds	51,925	54,115	56,080	38,850	28,985	23,950	253,905	18.0%
Enterprise Revenue	23,500	20,600	24,140	24,440	25,440	24,440	142,560	10.1%
Municipal State Aid	13,775	12,100	12,000	11,900	11,900	8,200	69,875	4.9%
Net Debt Bonds	58,916	87,890	86,390	79,383	94,823	178,815	586,216	41.5%
Other	41,682	57,739	54,476	36,156	65,304	25,739	281,096	19.9%
Special Assessments	9,732	9,107	12,446	11,121	13,201	23,966	79,573	5.6%
Grand Total	199,529	241,552	245,532	201,850	239,653	285,110	1,413,225	100.0%

6-Year Capital Funding Summary
CLIC Recommended Budget
General Infrastructure and Enterprise Funding Summary

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
General Infrastructure							
Federal Grants	2,100	5,495	7,000	-	-	5,000	19,595
Hennepin County Grants	4,017	7,652	4,895	2,175	1,000	1,000	20,739
Municipal State Aid	13,284	12,100	12,000	-	-	-	37,384
Net Debt Bonds	45,742	59,643	62,695	46,496	46,514	48,610	309,700
Other Local Governments	300	10,350	10,071	-	2,909	-	23,630
Park Capital Levy	2,180	2,180	1,930	1,950	2,180	2,180	12,600
Private Contributions	-	-	-	-	-	-	-
Reimbursements	4,100	4,100	4,100	4,100	4,100	4,100	24,600
Sidewalk Assessments	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Special Assessment Bonds	9,032	9,007	9,616	6,741	6,031	6,961	47,388
State Grants	-	-	-	-	27,690	-	27,690
Transfer from Capital Fund	-	-	-	-	-	-	-
Transfer from Debt Service	-	-	536	-	-	-	536
Transfer from General Fund	15,093	11,849	7,679	4,540	-	-	39,161
Transfer from Stormwater Fund	1,561	1,577	1,593	-	-	804	5,535
General Infrastructure Total	99,409	125,953	124,115	68,002	92,424	70,655	580,557
Enterprise							
Net Debt Bonds	-	2,900	2,400	-	-	-	5,300
Parking Bonds	4,400	2,000	-	-	-	-	6,400
Parking Revenue	2,000	2,300	5,440	5,140	5,140	5,140	25,160
Reimbursements	4,000	4,000	4,000	4,000	4,000	4,000	24,000
Sanitary Bonds	13,000	11,800	10,800	8,500	8,000	8,500	60,600
Sanitary Revenue	3,000	2,000	3,000	5,000	5,500	5,000	23,500
Sewer Bonds	2,500	1,323	1,323	-	-	-	5,145
Solid Waste & Recycling Bonds	-	800	600	-	-	-	1,400
Stormwater Bonds	15,500	17,023	18,523	7,500	7,000	7,500	73,045
Stormwater Revenue	12,500	10,300	9,700	8,300	8,800	8,300	57,900
Transfer from Internal Service Fund	-	2,920	2,920	-	-	-	5,840
Water Bonds	16,525	21,170	24,835	22,850	13,985	7,950	107,315
Water Revenue	6,000	6,000	6,000	6,000	6,000	6,000	36,000
Enterprise Total	79,425	84,535	89,540	67,290	58,425	52,390	431,605
Internal Service							
Other	566	1,717	437	137	145	-	3,002
Internal Service Total	566	1,717	437	137	145	-	3,002
Grand Total	179,400	212,205	214,092	135,429	150,994	123,045	1,015,164

City-Wide Capital Funding Summary

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Enterprise Bonds	51,925	54,115	56,080	38,850	28,985	23,950	253,905	25.0%
Enterprise Revenue	23,500	20,600	24,140	24,440	25,440	24,440	142,560	14.0%
Municipal State Aid	13,284	12,100	12,000	-	-	-	37,384	3.7%
Net Debt Bonds	45,742	62,543	65,095	46,496	46,514	48,610	315,000	31.0%
Other	35,917	53,840	47,161	18,902	44,024	19,084	218,928	21.6%
Special Assessments	9,032	9,007	9,616	6,741	6,031	6,961	47,388	4.7%
Grand Total	179,400	212,205	214,092	135,429	150,994	123,045	1,015,164	100.0%

6-Year Capital Funding Summary (Public Works)
CLIC Recommended Budget
General Infrastructure and Enterprise Funding Summary

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
General Infrastructure							
Federal Grants	2,100	5,495	7,000	-	-	5,000	19,595
Hennepin County Grants	750	750	4,320	1,000	1,000	1,000	8,820
Municipal State Aid	13,284	12,100	12,000	-	-	-	37,384
Net Debt Bonds	28,212	33,655	40,922	29,001	35,694	36,775	204,259
Other Local Governments	300	10,350	10,071	-	2,909	-	23,630
Reimbursements	4,100	4,100	4,100	4,100	4,100	4,100	24,600
Sidewalk Assessments	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Special Assessment Bonds	8,732	8,707	9,316	6,441	5,731	6,661	45,588
State Grants	-	-	-	-	27,690	-	27,690
Transfer from Capital Fund	-	-	-	-	-	-	-
Transfer from Debt Service	-	-	536	-	-	-	536
Transfer from General Fund	9,093	10,849	7,679	4,240	-	-	31,861
Transfer from Stormwater Fund	1,561	1,577	1,593	-	-	804	5,535
General Infrastructure Total	70,132	89,583	99,537	46,782	79,124	56,340	441,498
Enterprise							
Parking Bonds	3,000	2,000					5,000
Parking Revenue	2,000	2,000	5,140	5,140	5,140	5,140	24,560
Reimbursements	4,000	4,000	4,000	4,000	4,000	4,000	24,000
Sanitary Bonds	13,000	11,500	10,500	8,500	8,000	8,500	60,000
Sanitary Revenue	3,000	2,000	3,000	5,000	5,500	5,000	23,500
Sewer Bonds	2,500	1,323	1,323	-	-	-	5,145
Stormwater Bonds	15,500	16,823	18,323	7,500	7,000	7,500	72,645
Stormwater Revenue	12,500	10,300	9,700	8,300	8,800	8,300	57,900
Transfer from Internal Service Fund	-	2,920	2,920	-	-	-	5,840
Water Bonds	16,525	19,970	23,835	22,850	13,985	7,950	105,115
Water Revenue	6,000	6,000	6,000	6,000	6,000	6,000	36,000
Enterprise Total	78,025	78,835	84,740	67,290	58,425	52,390	419,705
Internal Service							
Other	566	1,417	137	137	145	-	2,402
Internal Service Total	566	1,417	137	137	145	-	2,402
Grand Total	148,723	169,835	184,414	114,209	137,694	108,730	863,605

City-Wide Capital Funding Summary

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Enterprise Bonds	50,525	51,615	53,980	38,850	28,985	23,950	247,905	28.7%
Enterprise Revenue	23,500	20,300	23,840	24,440	25,440	24,440	141,960	16.4%
Municipal State Aid	13,284	12,100	12,000	-	-	-	37,384	4.3%
Net Debt Bonds	28,212	33,655	40,922	29,001	35,694	36,775	204,259	23.7%
Other	24,470	43,458	44,356	15,477	41,844	16,904	186,509	21.6%
Special Assessments	8,732	8,707	9,316	6,441	5,731	6,661	45,588	5.3%
Grand Total	148,723	169,835	184,414	114,209	137,694	108,730	863,605	100.0%

Six-Year Capital Investment Allocation
CLIC Recommended Budget
General Infrastructure and Enterprise Funding Summary

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Municipal Building Commission	6,533	13,804	1,150	2,350	-	-	23,837	2.3%
Park Board	12,681	12,551	12,230	11,126	11,910	12,980	73,478	7.2%
Public Works	148,723	169,835	184,414	114,209	137,694	108,730	863,605	85.1%
Public Grounds and Facilities	10,713	15,250	15,518	6,949	580	510	49,520	4.9%
Miscellaneous Projects	750	765	780	795	810	825	4,725	0.5%
Grand Total	179,400	212,205	214,092	135,429	150,994	123,045	1,015,164	100.0%

Public Works Department Breakdown

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Street Paving	47,564	62,523	70,172	28,327	27,259	27,071	262,916	30.4%
Bridges	2,100	2,880	9,950	2,230	35,640	5,544	58,344	6.8%
Traffic Control and Street Lighting	8,070	11,565	10,445	10,445	10,445	10,445	61,415	7.1%
Parking	5,000	4,000	5,140	5,140	5,140	5,140	29,560	3.4%
Sidewalks	2,760	2,760	2,860	2,880	2,880	2,880	17,020	2.0%
Active Mobility	1,000	1,000	500	500	500	500	4,000	0.5%
Bike-Ped	7,005	5,265	2,670	2,400	2,400	9,900	29,640	3.4%
Fleet	566	1,417	137	137	145	-	2,402	0.3%
Sanitary Sewer	17,000	14,500	14,500	14,500	14,500	14,500	89,500	10.4%
Stormwater Sewer	26,500	26,800	27,700	16,800	16,800	16,800	131,400	15.2%
Water	31,158	37,125	40,340	30,850	21,985	15,950	177,408	20.5%
Grand Total	148,723	169,835	184,414	114,209	137,694	108,730	863,605	100.0%

2021-2026 Recommended Net Debt Bond Resources For Property Tax Supported Bond Program

Recommended Resources by Year (000s)	2021	2022	2023	2024	2025	2026	Totals
Available NDB Resources:							
2020-2024 Base NDB Program	31,669	33,629	38,967	37,742	-	-	142,007
2025-2026 Recommended Base					38,000	39,000	77,000
August 14, 2020 Adjustments	231	(929)	(5,167)	(2,742)	(1,700)	(1,300)	(11,607)
Council Adopted Base NDB Program*	31,900	32,700	33,800	35,000	36,300	37,700	207,400

* Base funding includes an average of \$10.0 million per year for Streets and \$2.5 million per year for Parks based on 2016 funding levels before the Streets and Parks Infrastructure Ordinance was approved on April 29, 2016.

Expanded Street Infrastructure and Neighborhood Park Funding Plan (NDB portion only):

Street Infrastructure NDB Increase**	10,100	10,140	9,880	9,510	9,041	8,467	57,138
Neighborhood Parks NDB Increase	8,000	8,160	8,320	8,490	8,659	8,833	50,462
Total NDB Increases for Streets and Neighborhood Parks	18,100	18,300	18,200	18,000	17,700	17,300	107,600
Grand Total Recommended NDB Program for 2021 - 2026	50,000	51,000	52,000	53,000	54,000	55,000	315,000

This resource summary represents the City's commitment for General Infrastructure assets which includes parks, public buildings, streets, bridges, bike & pedestrian improvements, traffic signals and other capital assets used for providing basic city services. These resources also leverage significant additional funding from special assessments, municipal state aid, other government grants, etc.

**The Street Infrastructure portion of the 20 year plan includes additional cash transfers from the General Fund, special revenue funds, stormwater revenues and special assessments not shown above.

2021 Bond Redemption Levy for Capital Program

Tax Levy Certified for Bond Redemption in 2020	43,830
Bond Redemption Levy Base Adjustment	270 LED Cost Recapture
Streets & Parks Funding Increase	2,050 Per Streets & Parks Ordinance Funding Plan
Pension & TIF Decertification adjustment	930 Adjustment
Tax Levy Certified for Bond Redemption in 2021***	47,080 For supporting ongoing Capital Programs

*** Planning for NDB levels above include long-term financial plans that anticipate future bond redemption levy increases for the 20-Year Streets & Neighborhood Parks Plan, inflationary increases, current cash balances in the debt service fund, an estimate of interest earnings and currently structured debt service.

Net Debt Bond Allocation
Department Requested Budget
Summarized by Major Type of Infrastructure

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Municipal Building Commission	6,838	8,461	575	1,175	-	-	17,049	2.9%
Park Board	10,501	10,499	10,500	10,501	10,500	10,500	63,001	10.7%
Public Works	32,214	38,115	48,217	47,263	63,833	164,580	394,222	67.2%
Public Grounds and Facilities	8,613	30,050	26,318	19,649	19,680	2,910	107,220	18.3%
Miscellaneous Projects	750	765	780	795	810	825	4,725	0.8%
Grand Total	58,916	87,890	86,390	79,383	94,823	178,815	586,216	100.0%

CLIC Recommended Budget
Summarized by Major Type of Infrastructure

	<i>in thousands</i>							
	2021	2022	2023	2024	2025	2026	Total	Breakdown
Municipal Building Commission	3,267	6,902	575	1,175	-	-	11,919	2.0%
Park Board	10,201	10,071	10,000	8,876	9,430	10,500	59,078	10.1%
Public Works	28,212	33,655	40,922	29,001	35,694	36,775	204,259	34.8%
Public Grounds and Facilities	3,313	11,150	12,818	6,649	580	510	35,020	6.0%
Miscellaneous Projects	750	765	780	795	810	825	4,725	0.8%
Grand Total	45,742	62,543	65,095	46,496	46,514	48,610	315,000	53.7%

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
Miscellaneous Projects							
ART01 - Art in Public Places							
Net Debt Bonds	750	765	780	795	810	825	4,725
ART01 - Art in Public Places Total	750	765	780	795	810	825	4,725
Miscellaneous Projects Total	750	765	780	795	810	825	4,725
Municipal Building Commission							
MBC01 - Life Safety Improvements							
Hennepin County Grants	646	1,559	-	-	-	-	2,205
Net Debt Bonds	646	1,559	-	-	-	-	2,205
MBC01 - Life Safety Improvements Total	1,292	3,118	-	-	-	-	4,410
MBC02 - Mechanical Systems Upgrade							
Hennepin County Grants	2,165	3,118	-	-	-	-	5,284
Net Debt Bonds	2,165	3,118	-	-	-	-	5,284
MBC02 - Mechanical Systems Upgrade Total	4,331	6,236	-	-	-	-	10,567
MBC10 - Exterior Improvements							
Hennepin County Grants	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
MBC10 - Exterior Improvements Total	-	-	-	-	-	-	-
MBC12 - Safety Improvements - Non-Stagework Areas							
Hennepin County Grants	455	2,225	575	1,175	-	-	4,430
Net Debt Bonds	455	2,225	575	1,175	-	-	4,430
MBC12 - Safety Improvements - Non-Stagework Areas Total	910	4,450	1,150	2,350	-	-	8,860
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements							
Hennepin County Grants	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements Total	-	-	-	-	-	-	-
Municipal Building Commission Total	6,533	13,804	1,150	2,350	-	-	23,837
Park Board							
PRK02 - Playground and Site Improvements Program							
Net Debt Bonds	1,222	365	500	132	425	468	3,112
Park Capital Levy	23	676	920	1,040	850	936	4,445
PRK02 - Playground and Site Improvements Program Total	1,245	1,041	1,420	1,172	1,275	1,404	7,557
PRK03 - Shelter - Pool - Site Improvements Program							
Net Debt Bonds	-	544	300	-	-	-	844
PRK03 - Shelter - Pool - Site Improvements Program Total	-	544	300	-	-	-	844
PRK04 - Athletic Fields - Site Improvement Program							
Net Debt Bonds	115	-	-	-	-	-	115
Park Capital Levy	401	-	-	-	-	-	401
PRK04 - Athletic Fields - Site Improvement Program Total	516	-	-	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements							
Net Debt Bonds	2,003	389	-	-	-	-	2,392
Park Capital Levy	777	276	-	-	-	-	1,053
PRK33 - Bryn Mawr Meadows Field Improvements Total	2,780	665	-	-	-	-	3,445

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PRK36 - North Commons Park Implementation							
Net Debt Bonds	800	-	-	-	-	-	800
Park Capital Levy	200	-	-	-	-	-	200
PRK36 - North Commons Park Implementation Total	1,000	-	-	-	-	-	1,000
PRK37 - Powderhorn Park Implementation							
Net Debt Bonds	460	441	-	-	-	-	901
Park Capital Levy	-	200	-	-	-	-	200
PRK37 - Powderhorn Park Implementation Total	460	641	-	-	-	-	1,101
PRK38 - Sibley Field Park Implementation							
Net Debt Bonds	-	-	-	-	-	-	-
PRK38 - Sibley Field Park Implementation Total	-	-	-	-	-	-	-
PRK40 - Elliot Park Implementation							
Net Debt Bonds	-	-	515	738	-	-	1,253
Park Capital Levy	-	-	-	250	-	-	250
PRK40 - Elliot Park Implementation Total	-	-	515	988	-	-	1,503
PRK41 - East Phillips Park Implementation							
Net Debt Bonds	-	-	-	-	-	-	-
PRK41 - East Phillips Park Implementation Total	-	-	-	-	-	-	-
PRK42 - Farview Park Implementation							
Net Debt Bonds	-	-	-	-	-	-	-
Park Capital Levy	-	-	-	-	-	-	-
PRK42 - Farview Park Implementation Total	-	-	-	-	-	-	-
PRK43 - Audubon Park Implementation							
Net Debt Bonds	-	-	-	-	-	-	-
Park Capital Levy	-	-	-	-	-	-	-
PRK43 - Audubon Park Implementation Total	-	-	-	-	-	-	-
PRK44 - Bottineau Park Implementation							
Net Debt Bonds	-	-	-	-	1,000	-	1,000
Park Capital Levy	-	-	-	-	400	-	400
PRK44 - Bottineau Park Implementation Total	-	-	-	-	1,400	-	1,400
PRKCP - Neighborhood Parks Capital Infrastructure							
Net Debt Bonds	1,901	5,232	5,585	4,906	4,905	6,932	29,461
Park Capital Levy	164	333	325	-	270	584	1,676
PRKCP - Neighborhood Parks Capital Infrastructure Total	2,065	5,565	5,910	4,906	5,175	7,516	31,137
PRKDT - Diseased Tree Removal							
Special Assessment Bonds	300	300	300	300	300	300	1,800
PRKDT - Diseased Tree Removal Total	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program							
Net Debt Bonds	3,700	3,100	3,100	3,100	3,100	3,100	19,200
Park Capital Levy	615	695	685	660	660	660	3,975
PRKRP - Neighborhood Parks Rehabilitation Program Total	4,315	3,795	3,785	3,760	3,760	3,760	23,175
Park Board Total	12,681	12,551	12,230	11,126	11,910	12,980	73,478
Public Grounds and Facilities							
FIR11 - New Fire Station No. 11							
Net Debt Bonds	-	-	5,000	4,144	-	-	9,144
FIR11 - New Fire Station No. 11 Total	-	-	5,000	4,144	-	-	9,144

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
FIR12 - New Fire Station No. 1							
Net Debt Bonds	1,313	-	-	-	-	-	1,313
FIR12 - New Fire Station No. 1 Total	1,313	-	-	-	-	-	1,313
FIR14 - New Fire Station No. 19							
Net Debt Bonds	-	-	-	-	-	-	-
FIR14 - New Fire Station No. 19 Total	-	-	-	-	-	-	-
MPD04 - New 1st Police Precinct							
Net Debt Bonds	-	-	-	-	-	-	-
MPD04 - New 1st Police Precinct Total	-	-	-	-	-	-	-
MPD05 - 4th Police Precinct							
Net Debt Bonds	-	-	-	-	-	-	-
MPD05 - 4th Police Precinct Total	-	-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement							
Net Debt Bonds	-	-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement Total	-	-	-	-	-	-	-
PSD16 - Farmer's Market Improvements							
Net Debt Bonds	-	-	-	-	-	-	-
Private Contributions	-	-	-	-	-	-	-
PSD16 - Farmer's Market Improvements Total	-	-	-	-	-	-	-
PSD18 - Regulatory Services Facility							
Net Debt Bonds	-	-	-	-	-	-	-
PSD18 - Regulatory Services Facility Total	-	-	-	-	-	-	-
PSD19 - Impound Lot Facility							
Parking Bonds	1,400	-	-	-	-	-	1,400
PSD19 - Impound Lot Facility Total	1,400	-	-	-	-	-	1,400
PSD20 - City Hall & New Public Service Center							
Net Debt Bonds	-	6,700	4,300	2,000	-	-	13,000
Transfer from General Fund	6,000	1,000	-	300	-	-	7,300
PSD20 - City Hall & New Public Service Center Total	6,000	7,700	4,300	2,300	-	-	20,300
PSD21 - Hiawatha Training & Recruitment Center							
Net Debt Bonds	-	2,900	2,400	-	-	-	5,300
Other	-	300	300	-	-	-	600
Parking Revenue	-	300	300	-	-	-	600
Sanitary Bonds	-	300	300	-	-	-	600
Solid Waste & Recycling Bonds	-	800	600	-	-	-	1,400
Stormwater Bonds	-	200	200	-	-	-	400
Water Bonds	-	1,200	1,000	-	-	-	2,200
PSD21 - Hiawatha Training & Recruitment Center Total	-	6,000	5,100	-	-	-	11,100
PSD22 - Reg Services MACC							
Net Debt Bonds	-	-	-	-	-	-	-
PSD22 - Reg Services MACC Total	-	-	-	-	-	-	-
PSD23 - MPD Training & Wellness Facility							
Net Debt Bonds	-	-	-	-	-	-	-
PSD23 - MPD Training & Wellness Facility Total	-	-	-	-	-	-	-

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PSD24 - Solar (TBD)							
Net Debt Bonds	2,000	1,550	1,118	505	580	510	6,263
PSD24 - Solar (TBD) Total	2,000	1,550	1,118	505	580	510	6,263
Public Grounds and Facilities Total	10,713	15,250	15,518	6,949	580	510	49,520
Public Works							
Street Paving							
PV001 - Parkway Paving Program							
Net Debt Bonds	700	700	700	700	700	700	4,200
Special Assessment Bonds	50	50	50	50	50	50	300
PV001 - Parkway Paving Program Total	750	750	750	750	750	750	4,500
PV006 - Alley Renovation Program							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV006 - Alley Renovation Program Total	-	-	-	-	-	-	-
PV056 - Asphalt Pavement Resurfacing Program							
Net Debt Bonds	2,100	2,100	2,100	2,100	2,100	2,100	12,600
Special Assessment Bonds	4,915	4,915	4,915	4,915	4,915	4,915	29,490
PV056 - Asphalt Pavement Resurfacing Program Total	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program							
Net Debt Bonds	250	250	250	250	250	250	1,500
PV059 - Major Pavement Maintenance Program Total	250	250	250	250	250	250	1,500
PV063 - Unpaved Alley Construction							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV063 - Unpaved Alley Construction Total	-	-	-	-	-	-	-
PV074 - CSAH & MnDOT Cooperative Projects							
Net Debt Bonds	4,325	5,700	2,375	1,040	3,409	500	17,349
Other Local Governments	-	-	-	-	2,909	-	2,909
Special Assessment Bonds	-	150	-	710	-	-	860
PV074 - CSAH & MnDOT Cooperative Projects Total	4,325	5,850	2,375	1,750	6,318	500	21,118
PV075 - Development Infrastructure Program							
Net Debt Bonds	-	-	-	-	-	-	-
PV075 - Development Infrastructure Program Total	-	-	-	-	-	-	-
PV092 - Technology Drive NE and 37th Ave NE							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV092 - Technology Drive NE and 37th Ave NE Total	-	-	-	-	-	-	-
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)							
Net Debt Bonds	-	-	-	-	-	-	-
PV095 - 4th St N & S (2nd Ave N to 4th Ave S) Total	-	-	-	-	-	-	-
PV104 - ADA Ramp Replacement Program							
Net Debt Bonds	500	500	500	500	500	500	3,000
PV104 - ADA Ramp Replacement Program Total	500	500	500	500	500	500	3,000

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV108 - Concrete Streets Rehabilitation Program							
Net Debt Bonds	3,630	630	3,523	2,953	4,352	4,352	19,440
Special Assessment Bonds	500	500	500	500	500	500	3,000
Transfer from General Fund	1,000	3,316	236	-	-	-	4,552
Transfer from Stormwater Fund	-	607	-	-	-	-	607
PV108 - Concrete Streets Rehabilitation Program Total	5,130	5,053	4,259	3,453	4,852	4,852	27,599
PV113 - 29th St W Phase 2							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV113 - 29th St W Phase 2 Total	-	-	-	-	-	-	-
PV118 - Hennepin Ave (Wash Ave N to 12th St S)							
Municipal State Aid	532	-	-	-	-	-	532
Transfer from General Fund	2,468	-	-	-	-	-	2,468
PV118 - Hennepin Ave (Wash Ave N to 12th St S) Total	3,000	-	-	-	-	-	3,000
PV122 - Dowling Ave (I-94 to 1st St N)							
Federal Grants	-	750	-	-	-	-	750
Net Debt Bonds	-	-	840	-	-	-	840
Other Local Governments	-	10,350	-	-	-	-	10,350
Special Assessment Bonds	-	175	-	-	-	-	175
Transfer from General Fund	-	2,585	-	-	-	-	2,585
PV122 - Dowling Ave (I-94 to 1st St N) Total	-	13,860	840	-	-	-	14,700
PV123 - Logan Park Industrial							
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV123 - Logan Park Industrial Total	-	-	-	-	-	-	-
PV126 - Bryant Ave S (50th St W to Lake St W)							
Municipal State Aid	-	4,940	2,945	-	-	-	7,885
Net Debt Bonds	-	3,318	1,418	-	-	-	4,736
Special Assessment Bonds	-	2,130	-	-	-	-	2,130
Transfer from General Fund	-	38	3,864	-	-	-	3,902
Transfer from Stormwater Fund	-	370	420	-	-	-	790
PV126 - Bryant Ave S (50th St W to Lake St W) Total	-	10,796	8,647	-	-	-	19,443
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)							
Municipal State Aid	-	-	675	-	-	-	675
Net Debt Bonds	-	-	1,000	-	-	-	1,000
Other Local Governments	-	-	10,071	-	-	-	10,071
Special Assessment Bonds	-	-	400	-	-	-	400
Transfer from Debt Service	-	-	536	-	-	-	536
Transfer from Stormwater Fund	-	-	460	-	-	-	460
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd) Total	-	-	13,142	-	-	-	13,142
PV131 - Res Neighborhood Reconst Projects							
Net Debt Bonds	82	861	3,808	3,808	3,808	3,808	16,175
Special Assessment Bonds	577	677	266	266	266	266	2,318
Transfer from General Fund	2,309	2,010	-	-	-	-	4,319
Transfer from Stormwater Fund	-	600	-	-	-	-	600
PV131 - Res Neighborhood Reconst Projects Total	2,968	4,148	4,074	4,074	4,074	4,074	23,412
PV132 - 1st Ave S (Lake St to Franklin Ave)							
Municipal State Aid	-	-	1,916	-	-	-	1,916
Net Debt Bonds	-	-	223	632	-	-	855
Special Assessment Bonds	-	-	1,390	-	-	-	1,390
Transfer from General Fund	-	-	2,619	3,500	-	-	6,119

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV132 - 1st Ave S (Lake St to Franklin Ave) Total	-	-	6,148	4,132	-	-	10,280
PV137 - 29th Ave NE (Central to Stinson)							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV137 - 29th Ave NE (Central to Stinson) Total	-	-	-	-	-	-	-
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)							
Net Debt Bonds	-	-	-	-	-	3,896	3,896
Special Assessment Bonds	-	-	-	-	-	930	930
Transfer from Stormwater Fund	-	-	-	-	-	804	804
PV138 - 26th St E (Minnehaha Ave to 29th Ave S) Total	-	-	-	-	-	5,630	5,630
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV140 - 13th Ave NE (Sibley St NE to 4th St NE) Total	-	-	-	-	-	-	-
PV141 - Grand Ave S (Lake St. W to 48th St W)							
Municipal State Aid	4,617	3,661	-	-	-	-	8,278
Net Debt Bonds	1,152	2,818	-	-	-	-	3,970
Special Assessment Bonds	1,950	-	-	-	-	-	1,950
Transfer from General Fund	840	2,039	-	-	-	-	2,879
PV141 - Grand Ave S (Lake St. W to 48th St W) Total	8,559	8,518	-	-	-	-	17,077
PV142 - Downtown East Paving							
Municipal State Aid	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV142 - Downtown East Paving Total	-	-	-	-	-	-	-
PV143 - North Industrial							
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV143 - North Industrial Total	-	-	-	-	-	-	-
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)							
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV146 - 9th St SE (6th Ave SE to 9th Ave SE) Total	-	-	-	-	-	-	-
PV150 - 1st Ave N (10th St N to Wash Ave)							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV150 - 1st Ave N (10th St N to Wash Ave) Total	-	-	-	-	-	-	-
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)							
Municipal State Aid	3,470	-	-	-	-	-	3,470
Special Assessment Bonds	325	-	-	-	-	-	325
Transfer from General Fund	584	-	-	-	-	-	584
Transfer from Stormwater Fund	953	-	-	-	-	-	953
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N) Total	5,332	-	-	-	-	-	5,332

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive) Total	-	-	-	-	-	-	-
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)							
Municipal State Aid	-	1,249	-	-	-	-	1,249
Net Debt Bonds	-	63	-	-	-	-	63
Special Assessment Bonds	-	110	-	-	-	-	110
Transfer from General Fund	-	861	-	-	-	-	861
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S) Total	-	2,283	-	-	-	-	2,283
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)							
Municipal State Aid	3,320	-	-	-	-	-	3,320
Special Assessment Bonds	415	-	-	-	-	-	415
Transfer from General Fund	1,892	-	-	-	-	-	1,892
Transfer from Stormwater Fund	608	-	-	-	-	-	608
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE) Total	6,235	-	-	-	-	-	6,235
PV157 - 33rd Avenue NE, Central Avenue to Stinson							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV157 - 33rd Avenue NE, Central Avenue to Stinson Total	-	-	-	-	-	-	-
PV158 Hennepin Ave (Lake St W to Douglas Ave)							
Federal Grants	-	-	7,000	-	-	-	7,000
Municipal State Aid	-	-	4,964	-	-	-	4,964
Net Debt Bonds	-	-	3,240	2,163	-	-	5,403
Special Assessment Bonds	-	-	1,795	-	-	-	1,795
Transfer from General Fund	-	-	960	740	-	-	1,700
Transfer from Stormwater Fund	-	-	713	-	-	-	713
PV158 Hennepin Ave (Lake St W to Douglas Ave) Total	-	-	18,672	2,903	-	-	21,575
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave) Total	-	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St)							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St) Total	-	-	-	-	-	-	-
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl) Total	-	-	-	-	-	-	-
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave							
Federal Grants	-	-	-	-	-	-	-
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
Transfer from Stormwater Fund	-	-	-	-	-	-	-

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave Total	-	-	-	-	-	-	-
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave Total	-	-	-	-	-	-	-
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street							
Federal Grants	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
Transfer from Stormwater Fund	-	-	-	-	-	-	-
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street Total	-	-	-	-	-	-	-
PV165 - 35th Street Nicollet Avenue to Chicago Avenue							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV165 - 35th Street Nicollet Avenue to Chicago Avenue Total	-	-	-	-	-	-	-
PV166 - 2nd Street NE, Broadway to Lowry Avenue							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV166 - 2nd Street NE, Broadway to Lowry Avenue Total	-	-	-	-	-	-	-
PV167 - Dowling Ave N, Thomas to Lyndale							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
Transfer from Stormwater Fund	-	-	-	-	-	-	-
PV167 - Dowling Ave N, Thomas to Lyndale Total	-	-	-	-	-	-	-
PV169 - 38th Street, Lyndale Ave to Park Ave							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV169 - 38th Street, Lyndale Ave to Park Ave Total	-	-	-	-	-	-	-
PV170 - 11th Avenue S, 8th Street to 24th Street							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from Capital Fund	-	-	-	-	-	-	-
PV170 - 11th Avenue S, 8th Street to 24th Street Total	-	-	-	-	-	-	-
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-	-
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue Total	-	-	-	-	-	-	-
PV172 - Chicago Ave, Lake Street to 38th Street							
Municipal State Aid	-	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
Transfer from Capital Fund	-	-	-	-	-	-	-
PV172 - Chicago Ave, Lake Street to 38th Street Total	-	-	-	-	-	-	-

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
PV173 - Chicago Ave, 49th Street to 60th Street							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV173 - Chicago Ave, 49th Street to 60th Street Total	-	-	-	-	-	-	-
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue Total	-	-	-	-	-	-	-
PV175 - 38th Street, Park Ave to 23rd Ave S							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV175 - 38th Street, Park Ave to 23rd Ave S Total	-	-	-	-	-	-	-
PV176 - Chicago Ave, 38th Street to 46th Street							
Net Debt Bonds	-	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-	-
PV176 - Chicago Ave, 38th Street to 46th Street Total	-	-	-	-	-	-	-
PV99R - Reimbursable Paving Projects							
Reimbursements	3,500	3,500	3,500	3,500	3,500	3,500	21,000
PV99R - Reimbursable Paving Projects Total	3,500	3,500	3,500	3,500	3,500	3,500	21,000
Bridges							
BR101 - Major Bridge Repair and Rehabilitation							
Net Debt Bonds	400	400	400	400	400	400	2,400
BR101 - Major Bridge Repair and Rehabilitation Total	400	400	400	400	400	400	2,400
BR106 - 1st Ave S over HCRRA							
Hennepin County Grants	-	-	3,320	-	-	-	3,320
Net Debt Bonds	-	-	3,320	-	-	-	3,320
BR106 - 1st Ave S over HCRRA Total	-	-	6,640	-	-	-	6,640
BR127 - Nicollet Ave over Minnehaha Creek							
Net Debt Bonds	-	-	-	-	2,800	-	2,800
State Grants	-	-	-	-	27,690	-	27,690
BR127 - Nicollet Ave over Minnehaha Creek Total	-	-	-	-	30,490	-	30,490
BR133 - Cedar Lake Road Bridge over BNSF Railroad							
Net Debt Bonds	-	-	-	-	-	-	-
Other Local Governments	-	-	-	-	-	-	-
BR133 - Cedar Lake Road Bridge over BNSF Railroad Total	-	-	-	-	-	-	-
BR134 - Bridge 9 Program							
Net Debt Bonds	1,700	2,480	2,910	1,830	4,750	5,144	18,814
BR134 - Bridge 9 Program Total	1,700	2,480	2,910	1,830	4,750	5,144	18,814
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement							
Net Debt Bonds	350	350	350	350	350	350	2,100
TR008 - Parkway Street Light Replacement Total	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems							
Hennepin County Grants	-	-	250	250	250	250	1,000
Net Debt Bonds	875	1,000	1,600	1,600	1,600	1,600	8,275
TR010 - Traffic Management Systems Total	875	1,000	1,850	1,850	1,850	1,850	9,275

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
TR011 - City Street Light Renovation							
Net Debt Bonds	1,000	1,500	1,500	1,500	1,500	1,500	8,500
TR011 - City Street Light Renovation Total	1,000	1,500	1,500	1,500	1,500	1,500	8,500
TR021 - Traffic Signals							
Hennepin County Grants	250	250	250	250	250	250	1,500
Municipal State Aid	500	1,250	1,000	-	-	-	2,750
Net Debt Bonds	500	625	1,250	2,250	2,250	2,250	9,125
TR021 - Traffic Signals Total	1,250	2,125	2,500	2,500	2,500	2,500	13,375
TR022 - Traffic Safety Improvements							
Federal Grants	1,100	2,745	-	-	-	-	3,845
Hennepin County Grants	250	500	500	500	500	500	2,750
Municipal State Aid	500	500	500	-	-	-	1,500
Net Debt Bonds	750	750	750	1,250	1,250	1,250	6,000
TR022 - Traffic Safety Improvements Total	2,600	4,495	1,750	1,750	1,750	1,750	14,095
TR024 - Pedestrian Street Lighting Corridors							
Net Debt Bonds	500	600	1,000	1,000	1,000	1,000	5,100
TR024 - Pedestrian Street Lighting Corridors Total	500	600	1,000	1,000	1,000	1,000	5,100
TR025 - Sign Replacement Program							
Net Debt Bonds	895	895	895	895	895	895	5,370
TR025 - Sign Replacement Program Total	895	895	895	895	895	895	5,370
TR99R - Reimbursable Transportation Projects							
Reimbursements	600	600	600	600	600	600	3,600
TR99R - Reimbursable Transportation Projects Total	600	600	600	600	600	600	3,600
Parking							
PK004 - Off-Street Systems							
Parking Revenue	2,000	2,000	5,000	5,000	5,000	5,000	24,000
PK004 - Off-Street Systems Total	2,000	2,000	5,000	5,000	5,000	5,000	24,000
PK008 - On-Street Systems							
Parking Bonds	3,000	2,000					5,000
Parking Revenue	-	-	140	140	140	140	560
PK008 - On-Street Systems Total	3,000	2,000	140	140	140	140	5,560
Sidewalks							
SWK01 - Defective Hazardous Sidewalks							
Net Debt Bonds	460	460	560	580	580	580	3,220
Sidewalk Assessments	2,000	2,000	2,000	2,000	2,000	2,000	12,000
SWK01 - Defective Hazardous Sidewalks Total	2,460	2,460	2,560	2,580	2,580	2,580	15,220
SWK02 - Sidewalk Gaps							
Net Debt Bonds	300	300	300	300	300	300	1,800
SWK02 - Sidewalk Gaps Total	300	300	300	300	300	300	1,800
Active Mobility							
VZ001 - Vision Zero Program							
Net Debt Bonds	1,000	1,000	500	500	500	500	4,000
VZ001 - Vision Zero Program Total	1,000	1,000	500	500	500	500	4,000
Bike-Ped							
BIK28 - Protected Bikeways Program							
Net Debt Bonds	1,000	1,000	1,000	1,000	1,000	1,000	6,000
BIK28 - Protected Bikeways Program Total	1,000	1,000	1,000	1,000	1,000	1,000	6,000

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
BP001 - Safe Routes to Schools Program							
Federal Grants	-	1,000	-	-	-	-	1,000
Net Debt Bonds	400	1,000	400	400	400	400	3,000
Other Local Governments	300	-	-	-	-	-	300
BP001 - Safe Routes to Schools Program Total	700	2,000	400	400	400	400	4,300
BP003 - Midtown Greenway Trail Mill & Overlay							
Net Debt Bonds	1,605	-	-	-	-	-	1,605
BP003 - Midtown Greenway Trail Mill & Overlay Total	1,605	-	-	-	-	-	1,605
BP004 - Pedestrian Safety Program							
Federal Grants	-	1,000	-	-	-	-	1,000
Municipal State Aid	-	500	-	-	-	-	500
Net Debt Bonds	600	500	1,000	1,000	1,000	1,000	5,100
BP004 - Pedestrian Safety Program Total	600	2,000	1,000	1,000	1,000	1,000	6,600
BP005 - Queen Ave N Bike Boulevard							
Federal Grants	1,000	-	-	-	-	-	1,000
Hennepin County Grants	250	-	-	-	-	-	250
Municipal State Aid	345	-	-	-	-	-	345
Net Debt Bonds	1,505	-	-	-	-	-	1,505
BP005 - Queen Ave N Bike Boulevard Total	3,100	-	-	-	-	-	3,100
BP006 - 18th Ave NE Trail Gap (Marshall to California)							
Net Debt Bonds	-	265	270	-	-	-	535
BP006 - 18th Ave NE Trail Gap (Marshall to California) Total	-	265	270	-	-	-	535
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N							
Federal Grants	-	-	-	-	-	5,000	5,000
Net Debt Bonds	-	-	-	-	-	2,500	2,500
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N Total	-	-	-	-	-	7,500	7,500
Fleet							
FLT01 - Fuel and Charging Stations							
Other	336	292	112	112	120	-	972
FLT01 - Fuel and Charging Stations Total	336	292	112	112	120	-	972
FLT02 - Vehicle Hoists							
Other	200	75	25	25	25	-	350
FLT02 - Vehicle Hoists Total	200	75	25	25	25	-	350
FLT03 - Vehicle Maintenance System							
Other	30	1,050	-	-	-	-	1,080
FLT03 - Vehicle Maintenance System Total	30	1,050	-	-	-	-	1,080
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program							
Sanitary Bonds	7,500	8,000	7,000	6,000	5,500	6,000	40,000
Sanitary Revenue	500	-	1,000	2,000	2,500	2,000	8,000
SA001 - Sanitary Tunnel & Sewer Rehab Program Total	8,000	8,000	8,000	8,000	8,000	8,000	48,000

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
SA036 - Infiltration & Inflow Removal Program							
Sanitary Bonds	2,500	2,500	2,500	1,500	1,500	1,500	12,000
Sanitary Revenue	-	-	-	1,000	1,000	1,000	3,000
SA036 - Infiltration & Inflow Removal Program Total	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects							
Reimbursements	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SA99R - Reimbursable Sanitary Sewer Projects Total	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program							
Sanitary Bonds	3,000	1,000	1,000	1,000	1,000	1,000	8,000
Sanitary Revenue	2,500	2,000	2,000	2,000	2,000	2,000	12,500
SAPVR - Sanitary Sewer Paving Project Program Total	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs							
Stormwater Revenue	250	250	250	250	250	250	1,500
SW004 - Implementation of US EPA Storm Water Regs Total	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements							
Stormwater Revenue	750	750	750	750	750	750	4,500
SW005 - Combined Sewer Overflow Improvements Total	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program							
Stormwater Bonds	500	1,500	1,500	1,500	1,000	1,500	7,500
Stormwater Revenue	3,000	2,000	2,000	2,000	2,500	2,000	13,500
SW011 - Storm Drains and Tunnels Rehab Program Total	3,500	3,500	3,500	3,500	3,500	3,500	21,000
SW039 - Flood Mitigation - Stormwater Alternatives							
Stormwater Bonds	2,000	2,000	5,000	6,000	6,000	6,000	27,000
Stormwater Revenue	3,000	3,000	1,000	1,000	1,000	1,000	10,000
SW039 - Flood Mitigation - Stormwater Alternatives Total	5,000	5,000	6,000	7,000	7,000	7,000	37,000
SW040 - Central City Parallel Storm Tunnel							
Stormwater Bonds	10,500	12,000	10,500	-	-	-	33,000
Stormwater Revenue	3,500	2,000	2,500	-	-	-	8,000
SW040 - Central City Parallel Storm Tunnel Total	14,000	14,000	13,000	-	-	-	41,000
SW99R - Reimbursable Sewer & Storm Drain Projects							
Reimbursements	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SW99R - Reimbursable Sewer & Storm Drain Projects Total	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program							
Stormwater Revenue	2,000	2,300	3,200	4,300	4,300	4,300	20,400
SWPVR - Storm Sewer Paving Project Program Total	2,000	2,300	3,200	4,300	4,300	4,300	20,400
Water							
WTR12 - Water Distribution Improvements							
Water Bonds	6,000	6,000	6,000	6,000	6,000	6,000	36,000
Water Revenue	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR12 - Water Distribution Improvements Total	9,000	9,000	9,000	9,000	9,000	9,000	54,000
WTR18 - Water Distribution Facility							
Net Debt Bonds	1,633	3,590	2,940	-	-	-	8,163
Sewer Bonds	2,500	1,323	1,323	-	-	-	5,145
Stormwater Bonds	2,500	1,323	1,323	-	-	-	5,145
Transfer from Internal Service Fund	-	2,920	2,920	-	-	-	5,840
Water Bonds	1,000	1,670	1,670	-	-	-	4,340
WTR18 - Water Distribution Facility Total	7,633	10,825	10,175	-	-	-	28,633

Capital Budget Summary
CLIC Recommended Budget

	<i>in thousands</i>						
	2021	2022	2023	2024	2025	2026	Total
WTR23 - Treatment Infrastructure Improvements							
Water Revenue	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR23 - Treatment Infrastructure Improvements Total	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR27 - Advanced Metering Infrastructure							
Water Bonds	2,200	1,200	740	-	-	-	4,140
WTR27 - Advanced Metering Infrastructure Total	2,200	1,200	740	-	-	-	4,140
WTR29 - Columbia Heights Campus Upgrades							
Water Bonds	-	450	3,525	4,800	4,585	1,700	15,060
WTR29 - Columbia Heights Campus Upgrades Total	-	450	3,525	4,800	4,585	1,700	15,060
WTR31 - Electrical Service Rehabilitation							
Water Bonds	2,800	7,000	4,600	4,300	3,400	250	22,350
WTR31 - Electrical Service Rehabilitation Total	2,800	7,000	4,600	4,300	3,400	250	22,350
WTR32 - Softening Plant Chemical System Improvements							
Water Bonds	25	3,650	7,150	2,750	-	-	13,575
WTR32 - Softening Plant Chemical System Improvements Total	25	3,650	7,150	2,750	-	-	13,575
WTR33 - 3rd Ave Bridge Water Main							
Water Bonds	1,000	-	-	-	-	-	1,000
WTR33 - 3rd Ave Bridge Water Main Total	1,000	-	-	-	-	-	1,000
WTR34 - Fridley Facilities and Campus Improvements							
Water Bonds	3,500	-	-	-	-	-	3,500
WTR34 - Fridley Facilities and Campus Improvements Total	3,500	-	-	-	-	-	3,500
WTR35 - Renewable Energy at Water Treatment Campuses							
Water Bonds	-	-	150	5,000	-	-	5,150
WTR35 - Renewable Energy at Water Treatment Campuses Total	-	-	150	5,000	-	-	5,150
WTR9R- Reimbursable Water Main Projects							
Reimbursements	2,000	2,000	2,000	2,000	2,000	2,000	12,000
WTR9R- Reimbursable Water Main Projects Total	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Public Works Total	148,723	169,835	184,414	114,209	137,694	108,730	863,605
Grand Total	179,400	212,205	214,092	135,429	150,994	123,045	1,015,164

CLIC Comprehensive Project Rankings
Highest to Lowest Score - 130 Projects Ranked

	Score	Rank
Top Third		
SA001 - Sanitary Tunnel & Sewer Rehab Program	225.32	1
BP001 - Safe Routes to Schools Program	220.50	2
BP004 - Pedestrian Safety Program	220.33	3
SW011 - Storm Drains and Tunnels Rehab Program	220.00	4
WTR23 - Treatment Infrastructure Improvements	218.74	5
SA036 - Infiltration & Inflow Removal Program	218.05	6
PRKDT - Diseased Tree Removal	216.47	7
SW004 - Implementation of US EPA Storm Water Regs	215.95	8
PRKRP - Neighborhood Parks Rehabilitation Program	215.42	9
PV104 - ADA Ramp Replacement Program	215.17	10
SW005 - Combined Sewer Overflow Improvements	212.95	11
BIK28 - Protected Bikeways Program	210.94	12
PRKCP - Neighborhood Parks Capital Infrastructure	208.79	13
BP003 - Midtown Greenway Trail Mill & Overlay	208.00	14
WTR12 - Water Distribution Improvements	207.95	15
BR101 - Major Bridge Repair and Rehabilitation	207.72	16
BP005 - Queen Ave N Bike Boulevard	206.33	17
SW039 - Flood Mitigation - Stormwater Alternatives	206.32	18
WTR27 - Advanced Metering Infrastructure	204.89	19
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	203.44	20
PRK37 - Powderhorn Park Implementation	201.68	21
PRK36 - North Commons Park Implementation	201.58	22
WTR31 - Electrical Service Rehabilitation	200.84	23
TR024 - Pedestrian Street Lighting Corridors	198.50	24
FIR12 - New Fire Station No. 1	197.42	25
SAPVR - Sanitary Sewer Paving Project Program	196.32	26
PV001 - Parkway Paving Program	196.17	27
PV074 - CSAH & MnDOT Cooperative Projects	196.11	28
TR008 - Parkway Street Light Replacement	195.50	29
VZ001 - Vision Zero Program	193.56	30
SWK01 - Defective Hazardous Sidewalks	193.06	31
WTR18 - Water Distribution Facility	192.84	32
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	191.61	33
WTR29 - Columbia Heights Campus Upgrades	191.16	34
PRK33 - Bryn Mawr Meadows Field Improvements	191.16	35
TR022 - Traffic Safety Improvements	190.28	36
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)	189.50	37
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N	189.44	38
TR011 - City Street Light Renovation	189.22	39
PRK04 - Athletic Fields - Site Improvement Program	189.16	40
PV059 - Major Pavement Maintenance Program	189.11	41
PV056 - Asphalt Pavement Resurfacing Program	188.61	42
SWK02 - Sidewalk Gaps	188.61	43

CLIC Comprehensive Project Rankings

Highest to Lowest Score - 130 Projects Ranked

Second

BP006 - 18th Ave NE Trail Gap (Marshall to California)	188.50	44
PRK02 - Playground and Site Improvements Program	188.37	45
PV108 - Concrete Streets Rehabilitation Program	188.17	46
PV131 - Res Neighborhood Reconst Projects	186.22	47
SW040 - Central City Parallel Storm Tunnel	186.05	48
SWPVR - Storm Sewer Paving Project Program	186.00	49
TR021 - Traffic Signals	185.06	50
PRK40 - Elliot Park Implementation	184.53	51
FIR11 - New Fire Station No. 11	182.89	52
PV122 - Dowling Ave (I-94 to 1st St N)	182.44	53
PSD20 - City Hall & New Public Service Center	181.95	54
TR010 - Traffic Management Systems	181.06	55
WTR35 - Renewable Energy at Water Treatment Campuses	180.32	56
PV141 - Grand Ave S (Lake St. W to 48th St W)	180.17	57
PV126 - Bryant Ave S (50th St W to Lake St W)	178.94	58
PRK03 - Shelter - Pool - Site Improvements Program	178.74	59
BR106 - 1st Ave S over HCRRA	178.56	60
WTR32 - Softening Plant Chemical System Improvements	177.84	61
PV132 - 1st Ave S (Lake St to Franklin Ave)	177.83	62
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)	177.50	63
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	176.83	64
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	176.61	65
ART01 - Art in Public Places	176.21	66
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	174.94	67
TR025 - Sign Replacement Program	174.44	68
BR127 - Nicollet Ave over Minnehaha Creek	173.22	69
PRK44 - Bottineau Park Implementation	172.59	70
WTR33 - 3rd Ave Bridge Water Main	172.58	71
PV113 - 29th St W Phase 2	172.06	72
PSD24 - Solar (TBD)	172.00	73
PV137 - 29th Ave NE (Central to Stinson)	171.89	74
BR134 - Bridge 9 Program	171.83	75
FLT01 - Fuel and Charging Stations	171.53	76
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	171.22	77
MBC02 - Mechanical Systems Upgrade	169.11	78
PRK38 - Sibley Field Park Implementation	164.53	79
PV172 - Chicago Ave, Lake Street to 38th Street	164.33	80
PV160 - 1st Ave S (Franklin Ave to Grant St)	164.22	81
PRK42 - Farview Park Implementation	163.63	82
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	162.06	83
PV143 - North Industrial	161.94	84
PV157 - 33rd Avenue NE, Central Avenue to Stinson	161.78	85
PV158 Hennepin Ave (Lake St W to Douglas Ave)	161.56	86

CLIC Comprehensive Project Rankings

Highest to Lowest Score - 130 Projects Ranked

Third

PV176 - Chicago Ave, 38th Street to 46th Street	160.83	87
PV123 - Logan Park Industrial	159.67	88
PRK41 - East Phillips Park Implementation	159.37	89
PRK43 - Audubon Park Implementation	158.32	90
PV167 - Dowling Ave N, Thomas to Lyndale	157.56	91
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	157.39	92
PV150 - 1st Ave N (10th St N to Wash Ave)	157.28	93
PV175 - 38th Street, Park Ave to 23rd Ave S	157.28	94
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	155.94	95
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	154.94	96
PV166 - 2nd Street NE, Broadway to Lowry Avenue	153.83	97
MBC12 - Safety Improvements - Non-Stagework Areas	153.53	98
PV173 - Chicago Ave, 49th Street to 60th Street	152.17	99
MBC01 - Life Safety Improvements	151.42	100
PV169 - 38th Street, Lyndale Ave to Park Ave	149.61	101
BR133 - Cedar Lake Road Bridge over BNSF Railroad	147.28	102
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue	145.28	103
PV006 - Alley Renovation Program	144.78	104
PV142 - Downtown East Paving	144.61	105
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave	143.44	106
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street	139.44	107
PV170 - 11th Avenue S, 8th Street to 24th Street	139.33	108
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	137.28	109
MPD04 - New 1st Police Precinct	135.37	110
WTR34 - Fridley Facilities and Campus Improvements	131.84	111
PV063 - Unpaved Alley Construction	131.17	112
PSD21 - Hiawatha Training & Recruitment Center	130.21	113
PSD16 - Farmer's Market Improvements	128.47	114
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	126.83	115
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements	124.26	116
FLT02 - Vehicle Hoists	123.26	117
PSD19 - Impound Lot Facility	122.32	118
MBC10 - Exterior Improvements	121.11	119
PSD15 - Traffic Maintenance Facility Improvement	119.74	120
PV092 - Technology Drive NE and 37th Ave NE	118.61	121
FLT03 - Vehicle Maintenance System	117.89	122
PSD22 - Reg Services MACC	117.00	123
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	115.28	124
PK008 - On-Street Systems	110.33	125
FIR14 - New Fire Station No. 19	98.84	126
PK004 - Off-Street Systems	97.67	127
PSD18 - Regulatory Services Facility	85.58	128
MPD05 - 4th Police Precinct	79.21	129
PSD23 - MPD Training & Wellness Facility	79.05	130

CLIC Project Rankings by Commission/Board/Department
Maximum Score of 300, Rank out of 130 Projects Rated

	Score	Rank
Miscellaneous Projects		
ART01 - Art in Public Places	176.21	66
Municipal Building Commission		
MBC02 - Mechanical Systems Upgrade	169.11	78
MBC12 - Safety Improvements - Non-Stagework Areas	153.53	98
MBC01 - Life Safety Improvements	151.42	100
MBC13 - 4th Street Reconstruction - Sidewalk Enhancements	124.26	116
MBC10 - Exterior Improvements	121.11	119
Park Board		
PRKDT - Diseased Tree Removal	216.47	7
PRKRP - Neighborhood Parks Rehabilitation Program	215.42	9
PRKCP - Neighborhood Parks Capital Infrastructure	208.79	13
PRK37 - Powderhorn Park Implementation	201.68	21
PRK36 - North Commons Park Implementation	201.58	22
PRK33 - Bryn Mawr Meadows Field Improvements	191.16	35
PRK04 - Athletic Fields - Site Improvement Program	189.16	40
PRK02 - Playground and Site Improvements Program	188.37	45
PRK40 - Elliot Park Implementation	184.53	51
PRK03 - Shelter - Pool - Site Improvements Program	178.74	59
PRK44 - Bottineau Park Implementation	172.59	70
PRK38 - Sibley Field Park Implementation	164.53	79
PRK42 - Farview Park Implementation	163.63	82
PRK41 - East Phillips Park Implementation	159.37	89
PRK43 - Audubon Park Implementation	158.32	90
Public Grounds and Facilities		
FIR12 - New Fire Station No. 1	197.42	25
FIR11 - New Fire Station No. 11	182.89	52
PSD20 - City Hall & New Public Service Center	181.95	54
PSD24 - Solar (TBD)	172.00	73
MPD04 - New 1st Police Precinct	135.37	110
PSD21 - Hiawatha Training & Recruitment Center	130.21	113
PSD16 - Farmer's Market Improvements	128.47	114
PSD19 - Impound Lot Facility	122.32	118
PSD15 - Traffic Maintenance Facility Improvement	119.74	120
PSD22 - Reg Services MACC	117.00	123
FIR14 - New Fire Station No. 19	98.84	126
PSD18 - Regulatory Services Facility	85.58	128
MPD05 - 4th Police Precinct	79.21	129
PSD23 - MPD Training & Wellness Facility	79.05	130

CLIC Project Rankings by Commission/Board/Department
Maximum Score of 300, Rank out of 130 Projects Rated

Public Works

Street Paving

PV104 - ADA Ramp Replacement Program	215.17	10
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	203.44	20
PV001 - Parkway Paving Program	196.17	27
PV074 - CSAH & MnDOT Cooperative Projects	196.11	28
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	191.61	33
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)	189.50	37
PV059 - Major Pavement Maintenance Program	189.11	41
PV056 - Asphalt Pavement Resurfacing Program	188.61	42
PV108 - Concrete Streets Rehabilitation Program	188.17	46
PV131 - Res Neighborhood Reconst Projects	186.22	47
PV122 - Dowling Ave (I-94 to 1st St N)	182.44	53
PV141 - Grand Ave S (Lake St. W to 48th St W)	180.17	57
PV126 - Bryant Ave S (50th St W to Lake St W)	178.94	58
PV132 - 1st Ave S (Lake St to Franklin Ave)	177.83	62
PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)	177.50	63
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	176.83	64
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	176.61	65
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	174.94	67
PV113 - 29th St W Phase 2	172.06	72
PV137 - 29th Ave NE (Central to Stinson)	171.89	74
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	171.22	77
PV172 - Chicago Ave, Lake Street to 38th Street	164.33	80
PV160 - 1st Ave S (Franklin Ave to Grant St)	164.22	81
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	162.06	83
PV143 - North Industrial	161.94	84
PV157 - 33rd Avenue NE, Central Avenue to Stinson	161.78	85
PV158 Hennepin Ave (Lake St W to Douglas Ave)	161.56	86
PV176 - Chicago Ave, 38th Street to 46th Street	160.83	87
PV123 - Logan Park Industrial	159.67	88
PV167 - Dowling Ave N, Thomas to Lyndale	157.56	91
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	157.39	92
PV150 - 1st Ave N (10th St N to Wash Ave)	157.28	93
PV175 - 38th Street, Park Ave to 23rd Ave S	157.28	94
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	155.94	95
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	154.94	96
PV166 - 2nd Street NE, Broadway to Lowry Avenue	153.83	97
PV173 - Chicago Ave, 49th Street to 60th Street	152.17	99
PV169 - 38th Street, Lyndale Ave to Park Ave	149.61	101
PV171 - 60th Street, Nicollet Avenue to Chicago Avenue	145.28	103

CLIC Project Rankings by Commission/Board/Department

Maximum Score of 300, Rank out of 130 Projects Rated

PV006 - Alley Renovation Program	144.78	104
PV142 - Downtown East Paving	144.61	105
PV162 - 42nd Street E, Nicollet Ave to Cedar Ave	143.44	106
PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street	139.44	107
PV170 - 11th Avenue S, 8th Street to 24th Street	139.33	108
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	137.28	109
PV063 - Unpaved Alley Construction	131.17	112
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	126.83	115
PV092 - Technology Drive NE and 37th Ave NE	118.61	121
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	115.28	124

Bridges

BR101 - Major Bridge Repair and Rehabilitation	207.72	16
BR106 - 1st Ave S over HCRRA	178.56	60
BR127 - Nicollet Ave over Minnehaha Creek	173.22	69
BR134 - Bridge 9 Program	171.83	75
BR133 - Cedar Lake Road Bridge over BNSF Railroad	147.28	102

Traffic Control and Street Lighting

TR024 - Pedestrian Street Lighting Corridors	198.50	24
TR008 - Parkway Street Light Replacement	195.50	29
TR022 - Traffic Safety Improvements	190.28	36
TR011 - City Street Light Renovation	189.22	39
TR021 - Traffic Signals	185.06	50
TR010 - Traffic Management Systems	181.06	55
TR025 - Sign Replacement Program	174.44	68

Parking

PK008 - On-Street Systems	110.33	125
PK004 - Off-Street Systems	97.67	127

Sidewalks

SWK01 - Defective Hazardous Sidewalks	193.06	31
SWK02 - Sidewalk Gaps	188.61	43

Active Mobility

VZ001 - Vision Zero Program	193.56	30
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Bike-Ped

BP001 - Safe Routes to Schools Program	220.50	2
BP004 - Pedestrian Safety Program	220.33	3
BIK28 - Protected Bikeways Program	210.94	12
BP003 - Midtown Greenway Trail Mill & Overlay	208.00	14
BP005 - Queen Ave N Bike Boulevard	206.33	17
BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N	189.44	38
BP006 - 18th Ave NE Trail Gap (Marshall to California)	188.50	44

Fleet

FLT01 - Fuel and Charging Stations	171.53	76
FLT02 - Vehicle Hoists	123.26	117
FLT03 - Vehicle Maintenance System	117.89	122

CLIC Project Rankings by Commission/Board/Department
Maximum Score of 300, Rank out of 130 Projects Rated

Sanitary Sewer

SA001 - Sanitary Tunnel & Sewer Rehab Program	225.32	1
SA036 - Infiltration & Inflow Removal Program	218.05	6
SAPVR - Sanitary Sewer Paving Project Program	196.32	26

Stormwater Sewer

SW011 - Storm Drains and Tunnels Rehab Program	220.00	4
SW004 - Implementation of US EPA Storm Water Regs	215.95	8
SW005 - Combined Sewer Overflow Improvements	212.95	11
SW039 - Flood Mitigation - Stormwater Alternatives	206.32	18
SW040 - Central City Parallel Storm Tunnel	186.05	48
SWPVR - Storm Sewer Paving Project Program	186.00	49

Water

WTR23 - Treatment Infrastructure Improvements	218.74	5
WTR12 - Water Distribution Improvements	207.95	15
WTR27 - Advanced Metering Infrastructure	204.89	19
WTR31 - Electrical Service Rehabilitation	200.84	23
WTR18 - Water Distribution Facility	192.84	32
WTR29 - Columbia Heights Campus Upgrades	191.16	34
WTR35 - Renewable Energy at Water Treatment Campuses	180.32	56
WTR32 - Softening Plant Chemical System Improvements	177.84	61
WTR33 - 3rd Ave Bridge Water Main	172.58	71
WTR34 - Fridley Facilities and Campus Improvements	131.84	111

2021-2026 Capital Program Descriptions

Miscellaneous Projects

ART01 - Art in Public Places

This ongoing program incorporates public art into the City's capital program as stand alone artworks or as integrated into public infrastructure.

Municipal Building Commission

MBC01 - Life Safety Improvements

Installation of building sprinkler, fire alarm, smoke detection, and public address systems.

MBC02 - Mechanical Systems Upgrade

Renovation and upgrade of the heating, ventilating and air conditioning (HVAC) systems in City Hall.

MBC12 - Safety Improvements - Non-Stagework Areas

Provide for safety and security infrastructure improvements in non-stagework areas.

MBC13 - 4th Street Reconstruction - Sidewalk Enhancements

Update the look, increase pedestrian safety, and better accommodate the bikeway along the 4th Street side of the City Hall/Courthouse.

Park Board

PRK02 - Playground and Site Improvements Program

This project will reconfigure and replace worn out play equipment and additional amenities where budget allows.

PRK03 - Shelter - Pool - Site Improvements Program

Wading pool upgrade at Fuller Park, including accessibility improvements.

PRK04 - Athletic Fields - Site Improvement Program

Improvements include soil amendments, re-grading, re-seeding, irrigation, lighting, drainage, amenities and parking.

PRK33 - Bryn Mawr Meadows Field Improvements

Renovation and possible redesign for athletic fields at Bryn Mawr Meadows.

PRK36 - North Commons Park Implementation

Implementation of various recreational improvements, based on results of the in-progress North Service Area Master Plan.

PRK37 - Powderhorn Park Implementation

Implementation of various recreational improvements, as called for in the South Service Area Master Plan.

PRK38 - Sibley Field Park Implementation

Implementation of various recreational improvements, as called for in the South Service Area Master Plan.

PRK40 - Elliot Park Implementation

Implementation of various recreational improvements, as called for in the Downtown Service Area Master Plan.

2021-2026 Capital Program Descriptions

PRK41 - East Phillips Park Implementation

This project will implement a variety of recreational improvements at East Phillips Park in south Minneapolis.

PRK42 - Farview Park Implementation

This project will implement a variety of recreational improvements at Farview Park in north Minneapolis.

PRK43 - Audubon Park Implementation

This project will implement a variety of recreational improvements at Audubon Park in northeast Minneapolis.

PRK44 - Bottineau Park Implementation

This project will implement a variety of recreational improvements at Bottineau Park in northeast Minneapolis.

PRKCP - Neighborhood Parks Capital Infrastructure

This project reflects the additional resources for neighborhood parks approved by ordinance as part of the 20 year "Neighborhood Park and Street Infrastructure Plans" on April 29, 2016. Parks included here have allocations of \$1,060,000 or less.

PRKDT - Diseased Tree Removal

Removing diseased trees from private property.

PRKRP - Neighborhood Parks Rehabilitation Program

Rehabilitation of existing park facilities, as authorized under the "Neighborhood Park and Street Infrastructure Plans" in 10 distinct categories.

Public Grounds and Facilities

FIR11 - New Fire Station No. 11

Planning, design, and construction of a new Fire Station #11 at an existing City-owned site.

FIR12 - New Fire Station No. 1

The project would plan, design, renovate and expand the current Fire Station #1 at its current location or construction of a new station as part of a redevelopment strategy.

FIR14 - New Fire Station No. 19

Planning, design, and construction of a new Fire Station No. 19 on property yet to be identified and acquired, in the UofM TCF Bank Stadium area.

MPD04 - New 1st Police Precinct

Planning, design, and construction of a new Police Precinct No. 1 on property yet to be identified and acquired, in the downtown north area.

MPD05 - 4th Police Precinct

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

2021-2026 Capital Program Descriptions

PSD15 - Traffic Maintenance Facility Improvement

The scope of the project is to complete the final phase of the renovation and modernization of the Traffic Maintenance Facility.

PSD16 - Farmer's Market Improvements

This project will provide for the long term capital improvement plan for the Farmer's Market site and facilities.

PSD18 - Regulatory Services Facility

To acquire an adequate site and to design and construct a new facility to meet the program needs of Housing and Fire Inspections.

PSD19 - Impound Lot Facility

This project will provide for needed site improvements (drainage, lighting, security, landscape screening), and for the comprehensive renovation and expansion, or replacement, of the Impound service building at or near its current location.

PSD20 - City Hall & New Public Service Center

This project will consist of renovations to the City's space in the historic City Hall at 350 South 5th St and construction of a new office building/public service center located adjacent to City Hall at 501 4th Ave S.

PSD21 - Hiawatha Training & Recruitment Center

This new center will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators.

PSD22 - Reg Services MACC

A master planning effort has been requested to identify changes that could be made to the existing facility, since the site footprint is at its maximum.

PSD23 - MPD Training & Wellness Facility

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

PSD24 - Solar (TBD)

This Project will plan, design, and construct behind the meter solar photovoltaic arrays on City built assets between 2021 and 2026.

Public Works

Street Paving

PV001 - Parkway Paving Program

The objective is to re-evaluate the pavement condition and annual maintenance expenditures of all parkway paving areas that were constructed with a bituminous surface 30 years ago. The program will renovate rather than totally reconstruct the roadways.

PV006 - Alley Renovation Program

The objective is to re-evaluate the pavement condition and annual maintenance expenditures of all parkway paving areas that were constructed with a bituminous surface 30 years ago. The program will renovate rather than totally reconstruct the roadways.

2021-2026 Capital Program Descriptions

PV056 - Asphalt Pavement Resurfacing Program

The objective of this program is to resurface approximately 15 to 20 miles of streets each year to extend their useful life. Resurfacing will help to slow the deterioration of the city's aging street network and delay the cost of reconstructing the roadway by at least 10 years. Until specific paving projects are defined, this project will also reflect the additional resources for street infrastructure approved by ordinance as part of the 20 year "Neighborhood Park and Street Infrastructure Plans" on April 29, 2016.

PV059 - Major Pavement Maintenance Program

This project will upgrade pavement conditions and/or extend the life of the roadways in the City.

PV063 - Unpaved Alley Construction

Place concrete pavement and any necessary storm drain and retaining walls in existing dirt or oiled dirt surfaced alleys.

PV074 - CSAH & MnDOT Cooperative Projects

Project funding to be used for City's share of cooperative paving/bridge projects with Hennepin County and MnDOT.

PV075 - Development Infrastructure Program

This project would provide funding for various City wide development projects.

PV092 - Technology Drive NE and 37th Ave NE

The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive.

PV095 - 4th St N & S (2nd Ave N to 4th Ave S)

Reconstruction of existing roadway.

PV104 - ADA Ramp Replacement Program

Replace pedestrian ramps to meet new standards set by the Americans with Disabilities Act.

PV108 - Concrete Streets Rehabilitation Program

This program would repair and rehabilitate various existing concrete streets in the City.

PV113 - 29th St W Phase 2

Reconstruction of existing roadway to be replaced with woonerf concept.

PV118 - Hennepin Ave (Wash Ave N to 12th St S)

Reconstruction of existing roadway with pedestrian and bicycle amenities.

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

Reconstruct existing street to new connection at 1st St N.

PV123 - Logan Park Industrial

Reconstruction of oil dirt and paver streets.

PV126 - Bryant Ave S (50th St W to Lake St W)

Reconstruction of existing street/bike boulevard.

2021-2026 Capital Program Descriptions

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

Reconstruction of existing concrete roadway, narrowing traffic area and adding an off-street trail in cooperation with Columbia Heights.

PV131 - Res Neighborhood Reconst Projects

The project includes reconstruction of segments of residential streets within a residential paving area that warrant repairs beyond those provided in the residential resurfacing program. This includes new sidewalks with ADA pedestrian ramps, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include new signage and new pavement markings, where necessary.

PV132 - 1st Ave S (Lake St to Franklin Ave)

Reconstruction of existing right-of-way, to include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements.

PV137 - 29th Ave NE (Central to Stinson)

The project will include new sidewalks with ADA pedestrian ramps, on-street bike lanes, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include signal improvements, new signage, and new pavement markings.

PV138 - 26th St E (Minnehaha Ave to 29th Ave S)

Reconstruction of existing roadway.

PV140 - 13th Ave NE (Sibley St NE to 4th St NE)

Reconstruction of Existing roadway, sidewalks, bike lanes, with curb and gutter.

PV141 - Grand Ave S (Lake St. W to 48th St W)

The project includes new sidewalks with ADA pedestrian ramps, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include signal improvements, new signage, and pavement markings.

PV142 - Downtown East Paving

Reconstruction of several streets in the area near the US Bank Stadium.

PV143 - North Industrial

The project includes reconstruction of segments of local streets within the industrial areas between I-94, 23rd Ave N, 34th Ave N, and the Mississippi River. This project will include new sidewalks with ADA pedestrian ramps, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include new signage and new pavement markings, where necessary.

PV146 - 9th St SE (6th Ave SE to 9th Ave SE)

Reconstruction of existing roadway.

PV150 - 1st Ave N (10th St N to Wash Ave)

Reconstruction of existing roadway.

PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)

Reconstruction of existing roadway.

PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)

Reconstruction of existing right-of-way, to include new sidewalks, potential bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements.

2021-2026 Capital Program Descriptions

PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)

Reconstruction of existing roadway.

PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)

Reconstruction of existing roadway, sidewalk, signals, street lighting, curb and gutter.

PV157 - 33rd Avenue NE, Central Avenue to Stinson

The proposed project will reconstruct approximately 1.0 miles of 33rd Avenue Northeast between Central Avenue North and Stinson Boulevard.

PV158 Hennepin Ave (Lake St W to Douglas Ave)

Reconstruction of existing roadway, sidewalks, signals, street lighting, etc.

PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)

Reconstruction of existing right-of-way, to include new sidewalks, potential bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements.

PV160 - 1st Ave S (Franklin Ave to Grant St)

Reconstruction of existing right-of-way, to include new sidewalks, bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements.

PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)

Reconstruction of existing right-of-way, to include new sidewalks, bicycle accommodations, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements.

PV162 - 42nd Street E, Nicollet Ave to Cedar Ave

The proposed project will reconstruct approximately 1.5 miles of 42nd Street East between Nicollet Avenue and Cedar Avenue.

PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave

The proposed project will reconstruct approximately 1.3 miles of 31st Street East between Blaisdell Avenue and Bloomington Avenue South.

PV164 - Nicollet Ave, Minnehaha Parkway to 61st Street

The proposed project will reconstruct approximately 0.95 miles of Nicollet Avenue between Minnehaha Parkway and 61st Street West.

PV165 - 35th Street Nicollet Avenue to Chicago Avenue

The proposed project is a complete reconstruction of 35th Street East from Nicollet Avenue to Chicago Avenue.

PV166 - 2nd Street NE, Broadway to Lowry Avenue

The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast between Broadway Street Northeast and Lowry Avenue North.

PV167 - Dowling Ave N, Thomas to Lyndale

The proposed project will reconstruct approximately 1.25 miles of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North.

2021-2026 Capital Program Descriptions

PV169 - 38th Street, Lyndale Ave to Park Ave

The proposed project will reconstruct approximately 1.25 miles of 38th Street E/W between Lyndale Avenue and Park Avenue.

PV170 - 11th Avenue S, 8th Street to 24th Street

The proposed project will reconstruct approximately 0.72 miles of 11th Avenue South between 8th Street E and 24th Street E.

PV171 - 60th Street, Nicollet Avenue to Chicago Avenue

The proposed project will reconstruct approximately 0.75 miles of 60th St E between Nicollet Ave and Chicago Ave.

PV172 - Chicago Ave, Lake Street to 38th Street

The proposed project will reconstruct approximately 1.0 miles of Chicago Avenue South between Lake Street and 38th Street East.

PV173 - Chicago Ave, 49th Street to 60th Street

The proposed project is a complete reconstruction of approximately 1.4 miles of Chicago Avenue from 49th St E to 60th St E.

PV174 - 36th Street, Nicollet Avenue to Chicago Avenue

The proposed project will reconstruct approximately 0.75 miles of 36th Street E between Nicollet Avenue and Chicago Avenue.

PV175 - 38th Street, Park Ave to 23rd Ave S

The proposed project will reconstruct approximately 1.3 miles of 38th St E between Park Ave and 23rd Ave S.

PV176 - Chicago Ave, 38th Street to 46th Street

The proposed project will reconstruct approximately 1.0 miles of Chicago Avenue South between 38th Street and 46th Street.

PV99R - Reimbursable Paving Projects

Work to be done for others with 100% recovery from requesting agency.

Bridges

BR101 - Major Bridge Repair and Rehabilitation

Major repair and rehabilitation of existing city bridges to extend the operational life.

BR106 - 1st Ave S over HCRRA

Major repair and rehabilitation of existing city bridges to extend the operational life.

BR127 - Nicollet Ave over Minnehaha Creek

Bridge Rehabilitation.

BR133 - Cedar Lake Road Bridge over BNSF Railroad

Reconstruct existing bridges over Bassett Creek and Burlington Northern Santa Fe railroad.

2021-2026 Capital Program Descriptions

BR134 - Bridge 9 Program

Ongoing safety projects to maintain the bike/ped bridge crossing the Mississippi River.

Traffic Control and Street Lighting

TR008 - Parkway Street Light Replacement

This project consists of replacement of deteriorated services, poles, fixtures and electrical wiring associated with the lighting systems in place along the parkways throughout the City.

TR010 - Traffic Management Systems

This project consists of updating and retiming all the traffic signal systems within the City.

TR011 - City Street Light Renovation

This project consists of renovating the City's existing decorative street lighting facilities.

TR021 - Traffic Signals

This project consists of replacing old and outdated traffic signal equipment.

TR022 - Traffic Safety Improvements

This project consists of seven traffic related improvements: 1) Overhead Signal Additions, 2) Operational and Safety Improvements, 3) Signal and Delineation, 4) Mastarm Mounted Street Name Signing, 5) Street & Bridge Navigation Lighting, 6) Pedestrian Safety, and 7) Railroad Crossing Safety.

TR024 - Pedestrian Street Lighting Corridors

Construct pedestrian level lighting on various pedestrian corridors throughout the City.

TR025 - Sign Replacement Program

Replace deficient signs with new signs that meet current reflectivity standards.

TR99R - Reimbursable Transportation Projects

Work for others funding to be reimbursed by department, business or individuals requesting the work.

Parking

PK004 - Off-Street Systems

Provide capital upgrades for 16 parking ramps located in downtown Minneapolis.

PK008 - On-Street Systems

The project will replace pay stations following a Request for Proposals issued in November of 2019.

Sidewalks

SWK01 - Defective Hazardous Sidewalks

To provide a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks and adding ADA compliant curb ramps where needed.

SWK02 - Sidewalk Gaps

Construction of sidewalks where gaps in the sidewalk system exist.

2021-2026 Capital Program Descriptions

Active Mobility

VZ001 - Vision Zero Program

This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan.

Bike-Ped

BIK28 - Protected Bikeways Program

This program will create a network of bikeways which provide bicyclists with a physical means of protection from motor vehicles on roadways as recommended in the Bicycle Master Plan.

BP001 - Safe Routes to Schools Program

This program will make safety improvements to roadways and intersections to encourage bicycling and walking to and from Minneapolis Schools.

BP003 - Midtown Greenway Trail Mill & Overlay

Phase I renovation of the Midtown Greenway.

BP004 - Pedestrian Safety Program

Street improvements to create safer pedestrian/bicycle crossings at intersections.

BP005 - Queen Ave N Bike Boulevard

Creation of a bicycle boulevard on Queen Ave N.

BP006 - 18th Ave NE Trail Gap (Marshall to California)

The project will add an off street trail connecting the East River Trail to the 18th Ave NE Trail.

BP007 - Northside Greenway Phase 1, Humboldt/Irving Ave N

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Ave N for approximately 2.5 miles in North Minneapolis, extending from 44th Ave N to 26th Ave N.

Fleet

FLT01 - Fuel and Charging Stations

Upgrade fuel dispensing systems and fluid dispensing system at Currie Maintenance Facility (\$260,000 over 2 years) and install electric vehicle charging stations at various City owned facilities (\$712,000 over 5 years).

FLT02 - Vehicle Hoists

Replace aging vehicle hoists at both Currie and Royalston maintenance facilities.

FLT03 - Vehicle Maintenance System

To upgrade the current system and ensure vendor support during the RFP process.

Sanitary Sewer

SA001 - Sanitary Tunnel & Sewer Rehab Program

This program will rehabilitate and repair sanitary sewer pipes, lift stations & tunnels.

SA036 - Infiltration & Inflow Removal Program

The focus of this program is to remove inflow and infiltration of water from the sanitary sewer system and redirect this clear water to the storm sewer system and/or other best management practices.

SA99R - Reimbursable Sanitary Sewer Projects

Work to be done for others with 100% recovery from requesting agency.

2021-2026 Capital Program Descriptions

SAPVR - Sanitary Sewer Paving Project Program

Data-driven repair and rehabilitation activities, with coordination between sanitary sewer and capital paving projects.

Stormwater Sewer

SW004 - Implementation of US EPA Storm Water Regs

This project provides solutions for stormwater pollution mitigation measures.

SW005 - Combined Sewer Overflow Improvements

Construction of stormwater systems so that catch basins and drains in public right of way can be disconnected from the sanitary sewer and reconnected to a storm sewer.

SW011 - Storm Drains and Tunnels Rehab Program

The rehab and repair of storm pipes, pump stations and tunnels throughout the City.

SW039 - Flood Mitigation - Stormwater Alternatives

The purpose of this program is to address localized flooding and drainage problems City-wide. Where practical, environmentally friendly "green infrastructure" stormwater practices such as rain gardens, bioswales, constructed wetlands, pervious pavements and hard surface reduction will be utilized.

SW040 - Central City Parallel Storm Tunnel

Construction of a new parallel tunnel in the Central City storm tunnel system.

SW99R - Reimbursable Sewer & Storm Drain Projects

Work to be done for others with 100% recovery from requesting agency.

SWPVR - Storm Sewer Paving Project Program

Data-driven repair and rehabilitation activities, with coordination between storm sewer and capital paving projects.

Water

WTR12 - Water Distribution Improvements

Maintain and sustain existing water distribution system infrastructure citywide.

WTR18 - Water Distribution Facility

Site acquisition, planning, design, and construction of a new water distribution maintenance facility.

WTR23 - Treatment Infrastructure Improvements

Maintain viability of existing water infrastructure through regular upgrades.

WTR27 - Advanced Metering Infrastructure

Implementation of advanced metering infrastructure.

WTR29 - Columbia Heights Campus Upgrades

Improve or replace century-old structures on Columbia Heights campus.

2021-2026 Capital Program Descriptions

WTR31 - Electrical Service Rehabilitation

Rehabilitation of the electrical equipment at the Fridley Campus.

WTR32 - Softening Plant Chemical System Improvements

Replacement of lime chemical feed equipment and upgrade/expansion of on-line lime storage at the Fridley Softening Plant.

WTR33 - 3rd Ave Bridge Water Main

Shoring and renovation related to the 36" water main that hangs from the 3rd Avenue Bridge deck, in conjunction with MnDOT's bridge deck replacement and sub-structure renovation project.

WTR34 - Fridley Facilities and Campus Improvements

Design and implementation of a master plan for the Fridley Campus, including one or more buildings to more efficiently run the business of the utility.

WTR35 - Renewable Energy at Water Treatment Campuses

Design and installation of a 1-Megawatt photovoltaic solar array at the Columbia Heights water treatment campus.

WTR9R- Reimbursable Water Main Projects

This project provides working capital for watermain projects reimbursable by other City Departments or private businesses.

2020 CLIC Capital Guidelines

CITY GOALS

PROPOSAL EVALUATION CRITERIA

CLIC RATING FORM

CITY GOALS

The City of Minneapolis Goals and policies of the City of Minneapolis' Comprehensive Plan will be used by the Capital Long-Range Improvement Committee (CLIC) in evaluating capital requests and developing recommendations for the City's 2021-2026 Capital Improvement Program (CIP). *The city vision, values, and goals were developed and approved by the Minneapolis City Council in 2019 and are listed below.*

Vision:

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

Values:

Equity: City government works side-by-side with community members to engage all voices, creatively problem solve, and build trust, particularly with those who have been most impacted by inequities. This helps to ensure that opportunities are accessible to everyone.

Safety: People have a strong sense of security and can live peacefully in safe neighborhoods, knowing that City government is accountable for responsive and proactive public safety services.

Excellence: To achieve the best outcomes and the highest quality service, we are forward-thinking and exhibit competence, professionalism, and integrity, and strive for personal growth.

Welcoming: All individuals are welcome, regardless of race, ethnicity or place of origin, gender identity or religious affiliation. This enhances Minneapolis' cultural fabric, economic growth, global competitiveness and overall prosperity for current and future generations.

Stewardship: We serve as trusted stewards of financial, environmental, social, and physical resources, recognizing that resources are for the common good today and tomorrow. We seek solutions that reflect our long-term commitment to end suffering in our city.

Transparency: People can trust City government and hold them accountable for making and communicating decisions grounded in accurate information and integrity. We build credibility by accepting feedback, owning our actions, and providing reliable follow-through.

Goals:

Public Safety: The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

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

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

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

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

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

Public Health: The City prioritizes positive youth development so that all children can grow healthy and safe.

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

Operational Goals:

Spend diversity: Increase the percent count of, and spend with, racially and ethnically diverse for-profit suppliers across all departments.

Racially disaggregated data: Improve the use of racially disaggregated data for decision-making in the legislative process.

Community Engagement: Improve the capacity of appointed boards and commissions (ABCs) to advance the City's racial equity work.

Workforce: Increase the hiring and retention of People of Color and Indigenous People in the City's workforce.

2019 Priorities:

Housing: The City will operationalize a strategy to reduce evictions among communities of color so that disparities are eliminated between People of Color, Indigenous, Immigrant communities and white people.

Economic Inclusion: The City will operationalize a strategy to increase the number of businesses owned by people of color so that the disparity between People of Color, Indigenous, Immigrant communities and white people is eliminated.

Public Safety: The City will operationalize a strategy to eliminate the disproportionate impact of violence in People of Color, Indigenous, Immigrant communities.

City of Minneapolis' Comprehensive Plan

The City of Minneapolis' Comprehensive Plan provides guidance to elected officials, city staff, businesses, neighborhoods and other constituents. This document outlines the details of the City's vision, by focusing on the physical, social and economic attributes of the city and is used by elected officials to ensure that decisions contribute to and not detract from achievement of the City's vision. The plan can be found on the City's web site at the following address:

<https://minneapolis2040.com/>

PROPOSAL EVALUATION CRITERIA

The following evaluation system *adopted by the City Council and Mayor* will be used by CLIC as the basis for evaluating all requests for capital improvements. This system shall be uniformly applied in evaluating and rating all capital improvement requests submitted for each year of the six-year plan.

The Evaluation System has three sections as follows:

	Point Allocation
I. PROJECT PRIORITY	100
II. CONTRIBUTION TO CITY GOALS OPERATING COST IMPLICATIONS	70 -30 to +30
III. QUALITATIVE CRITERIA	100
Total Possible Points	300

I. PROJECT PRIORITY

Project Priority provides preferential evaluation based on the following attributes:

1. Capital projects defined in terms of **Level of Need** - 0 to 65 points.
2. Capital projects **In Adopted Five-Year Plan** - 0 to 35 points.

Level of Need Definitions - The level of need is the primary criteria defining a capital request's priority. Requests are determined to be *critical, significant, important or desirable* for delivering municipal services.

Critical - Describes a capital proposal as indispensable and demanding attention due to an immediate need or **public endangerment** if not corrected. Few projects can qualify for this high of a classification. Failure to fund a critical project generally would result in suspension of a municipal service to minimize risk to the public.

Point Range 51 - 65

Significant - Describes a capital proposal deemed to have a high priority in addressing a need or service as previously indicated by policymakers and/or submitting agency priority rankings. This designation may also pertain to a proposal that is an integral and/or inseparable part of achieving completeness of a larger improvement or series of improvements.

Point Range 41 - 50

Important - Describes a capital proposal addressing a pressing need that can be evaluated as a standalone project. Proposals may be considered "important" if they are required to maintain an expected standard of service, achieve equity in service delivery

or increase efficiency in providing public services. Failure to fund an “important” proposal would mean some level of service is still possible.
Point Range 26 - 40

Desirable - Describes a capital proposal that would provide increased public benefits, enhancement of municipal services or other upgrading of public infrastructure. Failure to fund a “desirable” project would not immediately impair current municipal services.
Point Range 0 - 25

In Adopted Five-Year Plan

Is the project currently funded in the adopted 2020-2024 Capital Improvement Program?

Point Allocation -

- Identified for funding as a 2021 project 35
- Identified for funding as a 2022-2026 project 25
- New proposal for 2025-2026 funding 15
- New proposal for 2021-2024, not in the current Five-Year Plan .. 0

II. CONTRIBUTION TO CITY GOALS

Contribution to City Goals is defined as the extent to which capital improvement proposals contribute to achieving the City’s Goals and some or all of the strategic directions applicable to each. In addition, projects must support the policies of the City of Minneapolis’ Comprehensive Plan as cited in this document, as well as help to ensure the overall maintenance and improvement of the City’s infrastructure systems.

Capital improvement proposals will be evaluated for their overall ability to:

- achieve City goals and support the policies of the City of Minneapolis’ Comprehensive Plan
 - ensure maintenance of City infrastructure systems and equitable delivery of services
 - encourage coordinated planning efforts with project partners and the community
- Point ranges for meeting the above objectives will be as follows:

Strong Contribution	46 - 70
Moderate Contribution	16 - 45
Little or No Contribution	0 – 15

Operating Cost Implications will be analyzed in evaluating all capital requests. Emphasis will be placed on whether the request will maintain or reduce current operating and maintenance costs or would add to or create new operating or maintenance costs. Accuracy and completeness of information provided to operating cost questions and ability to demonstrate progress made with resources provided in

prior years will be factored into points allocated for this major category. Operating cost implications should also be discussed at the CLIC Presentations. Points for this category will range from minus 30 to plus 30.

III. QUALITATIVE CRITERIA

Qualitative Criteria provide for evaluation of proposals related to the six attributes described below. Evaluators should allocate points in this area using the definitions described below as well as by considering the impact these areas have in helping to achieve City Goals. Each of these criteria will be used to score proposals within a varying point range from 0 to 25 as further detailed below. It is likely that most capital requests will not receive points for all attributes.

1. **Environmental Sustainability** – 0 to 25 points - Extent proposal will reduce greenhouse gas emissions, improve the health of our natural environment and incorporate sustainable design, energy efficiency and economically viable and sound construction practices.

Intent: to reward proposals contributing positively to the city's physical and natural environment and improve sustainability/conservation of natural resources.

2. **Collaboration & Leveraging Public/Private Investment** – 0 to 25 points - Extent proposal reflects collaboration between two or more public or public-private organizations to more effectively and efficiently attain common goals and for which costs can be met with non-City funds or generate private investment in the City.

Intent: to reward proposals that represent collaborative efforts with multiple project partners and possibly conserve municipal funds through generating public and/or private investment in the City.

3. **Public Benefit** – 0 to 10 points - Extent proposal directly benefits a portion of the City's population by provision of certain services or facilities.

Intent: to award points based on the percentage of the city's population that will benefit.

4. **Capital Cost & Customer Service Delivery** – 0 to 10 points - Extent proposal delivers consistently high quality City services at a good value to taxpayers and that City infrastructure investment is appropriately sized for effective service delivery.

Intent: to reward proposals that improve the quality, cost effectiveness and equity of municipal services delivered to all residents.

5. **Neighborhood Livability & Community Life** - 0 to 10 points - Extent proposal serves to preserve or improve the quality, safety and security of neighborhoods in order to retain and attract residents and engage community members.

Intent: to reward proposals that demonstrate potential to enhance the quality of life and public safety in neighborhoods and the community at large.

6. **Effect on Tax Base & Job Creation** – 0 to 10 points - Extent proposal can be expected to preserve or increase the City's tax base and serve as a catalyst for job creation by the private sector.

Intent: to reward proposals that may have a positive effect on property values and thus have the potential for preserving or expanding the City's tax base and supporting job-intensive industries that provide living-wage jobs, especially for hard to employ populations.

7. **Technological & Cultural Implications** – 0 to 10 points - Extent proposal would strengthen or expand technological innovation, connectivity and efficiency or enhance educational, cultural, architectural or historic preservation opportunities.

Intent: to reward proposals contributing to the City's efficiency and transparency through investments in technology, intellectual and cultural growth, or preservation of City assets with historical or architectural significance.

CLIC RATING FORM

Project ID Number		
	Points	
Project Priority:	Possible	
Level of Need		
Critical	51-65	
Significant	41-50	
Important	26-40	
Desirable	0-25	
In Adopted Five-Year Plan		
2021	35	
2022-2026	25	
New for 2025-2026	15	
New for 2021-2024	0	
Sub-Total Project Priority	Max 100 pts	
Contribution to City Goals:		
Strong Contribution	46 – 70	
Moderate Contribution	16 – 45	
Little or No Contribution	0 – 15	
Operating Cost Implications:	-30 to +30	
Sub-Total Goals, Development & Operating Costs	Max 100 pts	
Qualitative Criteria:		
Environmental Sustainability	0 – 25	
Collaboration & Leveraging	0 – 25	
Public Benefit	0 – 10	
Capital Cost & Customer Service Delivery	0 – 10	
Neighborhood Livability & Community Life	0 – 10	
Effect on Tax Base & Job Creation	0 – 10	
Technological & Cultural Implications	0 – 10	
Sub-Total Qualitative Criteria	Max 100 pts	
Total CLIC Rating Points	300 Possible	

Capital Long-Range Improvement Committee – 2020 Schedule – Microsoft Teams

Date	Time	Item
Wednesday, July 22	Noon to 1:30 pm	Meeting 1: Kickoff
Wednesday, July 29	Noon to 2:00 pm	Meeting 2: Q&A
Wednesday, August 5	Noon to 2:00 pm	Meeting 3: Q&A / Task Forces
Wednesday, August 12	Noon to 1:30 pm	Meeting 4: Task Forces
Wednesday, August 19	Noon to 1:30 pm	Meeting 5: Task Force
Thursday, August 20	4:30 pm	Joint Planning Commission
Sunday, August 23	--	Ratings Due
Wednesday, August 26	Noon to 1:30 pm	Meeting 6: Final Comments
Wednesday, September 2	Noon to 1:30 pm	Meeting 7: Enterprise Funds
Wednesday, September 9	Noon to 1:30 pm	Meeting 8: Net Debt Bonds
Wednesday, September 16	Noon to 1:30 pm	Meeting 9: Net Debt Bonds, Adoption of Recommended CIP + Comments
Wednesday, September 23	Noon to 2:00 pm	Meeting 10: Cont'd from prior meeting
Week of October 5	--	CLIC Report Published Meeting with Mayor's Office

NOTICE OF A PUBLIC HEARING

The City Planning Commission (CPC) will hold a joint public hearing with the Capital Long Range Improvement Committee (CLIC) as required by City Ordinance 97-Or-088, Chapter 35.60 on **Thursday, August 20, 2020 at 4:30 p.m.** as part of the online City Planning Commission Committee of the Whole Meeting. The purpose of this meeting is to consider the proposed capital projects for the 2021 - 2026 Capital Program. A summary of comments from this public hearing will be included in the CLIC Report to the Mayor and City Council.

For detailed information on proposed projects, refer to the 2021 - 2026 Capital Budget Requests as provided on the Finance Department's website, at www2.minneapolismn.gov/finance/reports/WCMS1Q-068780.

To sign up to speak at the meeting or further information on this project, please contact Robert Harrison at 651-261-8428, robert.harrison@minneapolismn.gov. If you are requesting to sign up to speak, please simply provide your name and phone number when contacting Robert Harrison. A list of speakers will be provided to the committee chair before the start of the meeting.

During the declared local public health emergency, Minneapolis has transitioned to an electronic format for its public meetings and hearings, authorized under Minn. Stat. Section 13D.021, to minimize the risk of exposure to or potential spread of COVID-19. This meeting is not televised or recorded. If you would like to listen to the live online meeting that is being held via Microsoft Teams and provide comments, you may do so by calling 612-276-6670, Conference ID: 653 200 182#.

City Planning Commission and Capital Long-Range Improvement Committee Joint Public Hearing Meeting Summary August 20th, 2020

CLIC Members Present: Jeffrey Strand, Raya Esmaeili, Katie Jones, Eric Won

CPC Members Present: Alissa Luepke-Pier, Sam Rockwell, Aneesha Marwah, Chris Meyer, Kimberly Caprini, Amy Sweasy

City Staff Present: Wes Durham, Micah Intermill, Robert Harrison, Liz Heyman

Jeffrey Strand: I'm a Ward Four resident and the chair of the Capital Long Range Improvement Committee (CLIC). I thank the Commission for your graciousness in moving up our time, we previously tried to have a time certain for the convenience of the public, but these are very unusual times we're living in with covid 19. CLIC was established in December 1953 and there are 33 members, all 29 appointees currently. CLIC, for the benefit of commissioners and the public if there are any public members observing, is to advise the mayor and city council on the annual capital budget and the six-year capital improvement program. The capital budget requests or CBRs, there are a hundred and thirteen more or less, there may be a couple of reimbursable that arguably aren't real CBRs so for 2021 the request total to 199.026 million, and for the six-year 2021 to 2026, the total was 1.404 billion. The net debt bond level for 2021 is 50 million and for 2026 55, and so that's Mayor Frey's recommendation, closely approximated the city council recommendation earlier. Vice chair Willie Bridges was here. Micah Intermill the budget director and I'm not quite certain of the CLIC executive committee, typically the task force chairs, CLIC has two working groups, human development and transportation, and so we have human development actually overlap with your commission, Commissioner Esmaeili and Vice Chair Eric Won and then for transportation chair John Bernstein and vice chair Katie Jones. Micah Intermill wanted to have some brief remarks before we see if there's any members of the public for the public hearing.

Micah Intermill: Appreciating CLIC for all of their patience this year, it has been a very different year for CLIC not only because of all of the covid related stresses, but having a new staff team to wrangle in myself and Robert Harrison, principal budget analysts, and also we've added a sixth year to our capital improvement plan. That was an action that council took last winter primarily to build a bigger and broader on-ramp for Parks and Streets projects recognizing that once things get into that third or fourth year, they're really in the planning process, a lot of work is happening. We went to a six-year plan so that there could be more community driven prioritization of those projects through the CLIC body. Typically, this meeting would have happened back in May but because of the changes that were thrown our way through covid and having to rebudget 2020 mid-year the mayor did indeed deliver his budget as required by this city charter last Friday. The reality is that the charter requirement is for more of a budget framework than the detailed budget that we in the budget office typically would prefer to produce and folks in the public really have come to expect. The detail on that operating budget will come in about a month and around the same time CLIC will be submitting their recommendation to the mayor on the on the capital budget and the six-year CIP. The mayor then will be making a detailed capital recommendation in October. That's where we are with the City budget and the capital budget process.

Jeffrey Strand: This is the example of last year's CLIC report, it even had pictures for the first time believe it or not, all the reports historically are online. Before you move to the public hearing, I see Katie Jones vice chair of transportation, I don't know if John Bernstein chair of transportation, Commissioner Esmaeili is here, chair of human development, and Eric Won vice chair of human development. Comments?

Raya Esmaeili: Thank you to the rest of the Planning Commission members for accommodating this. I want to emphasize how weird this year has been with not just the schedule of CLIC and all the meetings changing but also the fact that it felt really unsettling not knowing exactly what happens to the budget. It's been it's been an odd year but we have tried to make the best of it. All the CBRs, capital budget requests are divided into human development and transportation task forces and we review and comment those in task forces and then come back together through that process to the rest of the committee and submit our comments.

Jeffrey Strand: Since this is a joint public hearing and we're coming into the Planning Commission committee of the whole it may be more efficient for the meeting chair to facilitate. Fingers crossed we have some members of the public to comment, and thank you.

Alissa Luepke-Pier: Thank you Commissioner Strand, we can open the public hearing on this item. If anyone would like to testify please hit star six on your phone and please one at a time if you're not testifying don't forget to state your name and address for the record, please. Is there anybody present to speak on any of the CLIC items? Or Commissioners, anybody, questions or comments?

No members of the public unmute to testify

Aneesha Marwah: To bring it back to Art in Public Places. I was just looking through the money, miscellaneous projects and was curious what is that that allocation specifically for? I just wanted to know a little bit more specifically what does that mean.

Micah Intermill: The city ordinances do require that 1.5% of the net debt bond allocation be set aside for public art projects. This is a program that is operated out of CPED in the Long-Range Planning division to help facilitate the placement of those public art projects. The one that's closest to my home here in the Lyndale neighborhood is the bird sculptures that you see going down Nicollet Avenue to the south from Lake Street down to about 46th.

Aneesha Marwah: I was just reading today about the memorial, the George Floyd fund for the public space there for full-time memorial, would that come out of this fund in the future or is that a separate fund?

Micah Intermill: In the operating budget, the 2020 revised budget that was passed, there was a \$150,000 allocation for support of artists' work, not for the public art itself, but to work on the planning and development. It's a little too early to know what funding will be used but certainly there's a lot of interest in sentiment among City policy makers to have a strong public art component there.

Kimberly Caprini: Can you speak to PV 118 Hennepin Avenue Washington Avenue North to 12th Street, the federal grants, debt bonds, It's a request for funds it and it looks like it's in the year 2022, 2023. I'm just curious what's up?

Liz Heyman: That requests for funds is an addendum to funds that have been requested in the past. It's a downtown reconstruction project. That construction has already started. It will be a large improvement to the pedestrian realm as well as adding a series of protected bikeways through that area. I don't have the end date that we're projecting at this time, but that project is already underway.

Kimberly Caprini: Is that the shelter that they are building in that area?

Liz Heyman: It's the street project so it goes from the full right of way, so we'll say building edge to building edge on Hennepin Downtown.

Alissa Luepke-Pier: Protected bikeways, BIK28, is there a map to reference where around the city these are all being put so we can see if it's being dispersed there?

Liz Heyman: You can scroll down to see where these are across the city, and the one thing that's lacking on this map is showing past years' investment in our protected bikeway infrastructure because we have had a lot of miles go in. These are where we're investing in the past five years, but this program I believe began in 2017. I want to say maybe potentially 2018 is when infrastructure went in but we have invested in multiple areas across the city.

Alissa Luepke-Pier: Do those bike lanes get put in alongside when you're doing a street project or is this just an independent program?

Liz Heyman: The BIK28 program is specifically targeted for locations that we do not intend to see a full reconstruction project within the near term of our CIP or even further out than that, 10-15 years, at least. That's the minimum that we would expect these streets to have the investment through the BIK28 program.

Alissa Luepke-Pier: I live in north Minneapolis so I'm always curious how stuff happens there vs. others, it looks like every everything in South Minneapolis is happening before we get a lot and we're always underserved. We have minimal existing infrastructure and I would actually critique that that horizontal line on 26th Ave N, but it looks like all the improvements in north won't happen until the last phase. I'm wondering how that was determined because our city had a pretty strong statement about underserved communities, but it doesn't seem like we're living up to our values.

Liz Heyman: That's what this map is lacking, our past years investments through the BIK28 program. Part of the investments that are specifically through this program for bikeway infrastructure are only a piece of what's going for the six years going forward, first. Second, it doesn't show the full picture of bicycle infrastructure that we put in through other reconstruction projects, 42nd up in north was an example of bicycle infrastructure that came through a full reconstruction project. The Queen Avenue bicycle boulevard is another bike infrastructure in north that's coming in as well as well as the protected bikeways along Emerson and Fremont. They're just going to be the past recent improvements that we put in in north through the CIP.

Alissa Luepke-Pier: The Emerson & Fremont here is shown as 2023 but you're saying that was already done?

Liz Heyman: This shows both upgrades and new mileage, multiple ways that these projects have entered into the BIK28 program. Right now Emerson & Fremont are shown on the map because that has

been done mainly in our paint and sticks applications, the white pogo sticks with the painted lines. Since then there are multiple ways that we've rolled out mileage: quick fast cheap painted, the paint and pogo sticks, and now for that project we're coming back with more permanent curb protected bikeway, also an example in north, the Plymouth Avenue bikeway, the curb protected treatment there. That's what the lines are for on Emerson & Fremont, we're coming back with a more permanent application.

Kimberly Caprini: When you mention these bike ways, one request that I would have to look at and is Dowling avenue, it's a death trap for bicyclers. I have not only driven that road so many times where I've seen very few bicycles on it, but it is a fair way from north to northeast, you know, and to the parkway, so I'm not sure how that area in itself can fit within this plan that is set up for dollars, but the pogo sticks, where I live they're like dominoes. I'm not sure if we can make them stronger but I've seen people drive down the bicycle right of ways and that that is unbelievable. Dowling avenue is a serious bicycle death trap. I ride bike around the block. I'm not a bicyclist who will travel by bike more often, and I hope for that, but I have children who are somewhat new drivers and I am constantly reminding them to pay attention to the bicyclers because there are more that I'm seeing on the north side, not necessarily on Dowling Avenue because it literally is either people just don't take it because they know it's a death trap but something's got to be figured out. It needs to be looked into because it's not good.

Jeffrey Strand: there's a program for traffic safety improvements.

Liz Heyman: A large section of Dowling in 2025 or 2026 has been submitted for a capital budget request for a full reconstruction and a smaller portion of Dowling closer to I-94 and Washington is also included as a capital budget request. That's being planned in combination with the upper harbor terminal project.

Kimberly Caprini: I'm glad to know that, now I can share that with folks that have complained about Dowling Avenue for years that it even became an opportunity for bicyclers to be on that. I do not need a hood ornament that resembles one of my neighbors, that's one of my biggest fears. If we could do a better job to educate bicyclers about what is necessary to also be safe as a bicyclist because I feel like people who drive cars also need a better opportunity to understand the safety parameters but I don't think we spend enough time actually speaking to bicyclers. I've seen at least in the area that I live, not on Dowling but on 26th, there's a lot of privilege that is taken and there's an assumption that because you're on a bicycle that you're going to literally take heed to that, but I've certainly seen a lot of people not. There needs to be better education surrounding that specifically just in where I live, I know that I'm afraid when I drive over south but I'm more aware of bicycles when I go over south and I think that there is a little bit more respect for one another on the roads in south Minneapolis and maybe perhaps even northeast Minneapolis. If this whole idea is to get more people on mass transit and on bicycles, I think it's really important that people that ride bicycles, they're just indoctrinated with the areas in which they're riding those bikes that they need to heed to traffic because we're sharing these streets and we all have a right to be on them.

Alissa Luepke-Pier: I want to piggy-back off of Kimberly Caprini's comments about 26th, I mentioned this at last year's CLIC meeting, but it still holds true, they blacktopped this strip next to the sidewalk and that's the bike lane. It's unattractive, but the corners especially at major intersections like at Emerson and Fremont and a couple other of our major cross streets, cars are whizzing through there like crazy and even bikers that are following the rules are really at risk. I would hope that maybe some stanchions or bollards that are wide enough for a bicycle to get by, I know it impedes the way plowing happens, but I know that at 26th and Fremont all those little trees that got planted have been hit by cars so many times they don't even exist. There's a retaining wall there that's been hit by cars that go up flying over

the bike lane and have hit that private property. Thoughtfulness into the design there would be good for safety to prevent those things from happening for pedestrians. That's partially traffic enforcement of vehicles which we don't have, but it also is safety of the bikers, and I think Commissioner Caprini touched on too, there's more of a pervasive bike culture maybe in other areas of the city than north, people are starting to embrace it here but it is less understanding of, I know I don't remember what I learned at the elementary school bike rodeo when they would teach you how you're supposed to bike on the street. That's not my main mode of transportation either just because we don't have the infrastructure.

Jeffrey Strand: There are two appointees from each ward and so there are two very strong advocates for each ward and then seven appointees from the mayor, and all of us have both the city-wide perspective, but also a very localized knowledge in my long experience on the CLIC committee.

Alissa Luepke Pier: SWK01 defective sidewalks, are these sidewalks that are on land that's municipally owned or what defective sidewalks is this?

Liz Heyman: The City rotates through different sections of the city each year, we send out sidewalk inspectors and they flag, there's photos of what it looks like to be a defective sidewalk, we flag those and then those panels are replaced within the area. However, the way the city's sidewalk ordinance, the rules around sidewalks are one, very complicated and two, set into the charter. For example if a sidewalk was deemed defective in front of your property, you would then be assessed, there's all kinds of rules about how that works, how much time would be assessed directly back to the property owner. It's not municipally owned sidewalks. The funding there is mainly out of assessments for that program.

Alissa Luepke-Pier: It's not like the city spending the money. It's just showing how much they're going to collect in taxes from the property owners to do the work.

Liz Heyman: Correct, for that specific program the assessments are the lion's share of the money that goes towards that program. I think we have a small amount of net debt bonds for some design work, for staff time, but otherwise it's paid for directly by assessments.

Kimberly Caprini: Trees on the boulevard that are beautiful, majestic, and they have big roots, right? They are upending some of these sidewalks, I can't control that. You know that's about these big roots that need to grow and then you have property owners that are assessed these charges to fix the sidewalk. It is something that I've been charged for twice as a property owner not because I went out there and picked up the sidewalk or ran across it a thousand times, but because of the trees that are on a boulevard, which I don't own, because if I decided to chop the tree down on the boulevard, that's against the law, and I don't want to chop down any trees. These trees are owned by the city, by all of us, so for me to be responsible for a sidewalk that is in front of my house that everybody is allowed to walk on, which is the right thing to do, there isn't any reason why I should have to repair the damage of Mother Nature. We bring up the sidewalks and I just had to bring up the trees and the boulevard and the roots that uplift some of these areas on the sidewalk.

Alissa Luepke-Pier: What is the mechanism for reassessing how we pay for sidewalk repairs? I have the same thought about roads, it's partially taxes and part property assessment but it seems ridiculous since we all use public features, we don't just communally pay for it all in our city.

Liz Heyman: Mainly it's a Public Works issue to change, I'm not the sidewalk expert over at Public Works but from my understanding it would have to be a change in the actual charter given the way that the sidewalk ordinance is written into the charter which makes it difficult.

Micah Intermill: I think it's ordinance rather than charter but it is complicated. Also it is perennial concern of A. making sure that we aren't doing double assessments for both sidewalk and streets repairs at the same time for a given parcel, but also the general question about the assessment process is one that many at the city are grappling with. I think these comments here today can help continue to encourage that discussion.

ALK: I want to circle back to that not just because of trees, but because I know there's a lot of new sidewalks in North Minneapolis after the tornado. All these streets got uprooted and sidewalks got cracked and people got new sidewalks and I noticed that in going around the neighborhoods, in areas that I helped do storm clean up in, I know you have to hire contractors from a certain list to fix the sidewalk, you can't just pour yourself. You get assessed it's charged to a company that knows you have to use a limited number of people, it's very expensive, but a number of the new ones, cracked three years after they were installed have horrible cracks. It's my understanding there's only a one- or two-year warranty period on that even though there's a limited list of people, and it seems it's overly burdensome to north Minneapolis because they've already paid for that once right after the tornado. I think everyone's living in fear that they're going to be inspected again, although they don't want cracks in their sidewalk because they don't want anyone to trip, but they're worried it's not even been a decade and we're going to get these sidewalk assessments again, we just paid for but it just died after the warranty. Is there a program to mitigate that, given the fact that they're clearly newer sidewalk panels in the first place and they're all just destroyed? It seems to get patterned and I don't know if it's just as roots rotted that used to be under there, or the soil settled, it did some heaving, or it's the fact that we tend to get really questionable work done sometimes in north, but it seems so prevalent I have to ask because so many my neighbors are like, what do we do, and I'm like fork over the dough, I don't know.

Liz Heyman: Unfortunately, it's my understanding that to replace sidewalks, that by the way that the code is written, Public Works' hands are tied now, the way that we can invest money in sidewalks. It's a very challenging issue.

Alissa Luepke-Pier: I've been asked and if we want to invite Katie Jones to comment, if she is present.

Katie Jones: Thank you for holding this and I'm listening intently to all your comments, so thank you.

Alissa Luepke-Pier: What I'm hearing and correct me if I'm wrong, is that if the powers that be changed the ordinance or put something to be changed in the charter related to how this is funded, Public Works would entertain the idea of exploring assessment for sidewalks or streets through a different channel, not necessarily individual property owners having to pay for public right-of-way space amenity?

Liz Heyman: That would be something public works really open to exploring yes.

Jeffrey Strand: When our streets were improved some of my neighbors felt our frontage was very high. Just because we're on CLIC we don't get any breaks. There is an appeal process. I think it's important for equity that we make sure that all residents have that opportunity to know about that process. You may not get any you may not be successful and yet you do have that opportunity and just a similar thing is

when let's say that contractor's doing whatever sort of underground cabling come through and destroy one sidewalk, if one is not alert and make sure that they repair the damage done, then the resident could suffer that cost if they were not on top of making sure the contractor repair the damages they caused, those are two other elements.

Alissa Luepke-Pier: It's important to note that the appeal process for road repaving is different than other appeal processes and that after declaring that you intend to appeal the only recourse is to sue the city. It's not like a normal appeal process where you go before a committee and have a common sense discussion around what's reasonable, which I find overly burdensome, especially for working families who don't have you know who have limited means to have to fight City Hall quite literally. I think we need to maybe re-examine that that process specifically as well, it's my understanding it's the one process that differs from other appeals related to public works projects and I find that disturbing and bizarre. We have one but it's an awful process.

Jeffrey Strand: I have another meeting at 7:30. I don't know if you closed the public hearing?

Alissa Luepke-Pier: Are there any other comments or questions? Seeing none, I will close the public hearing on these comments related to CLIC.

Sam Rockwell: I would put forth a recommendation. I know that these budgets are based on some sort of engineering, but for all the buildings that are city building that those be carbon-free buildings. It's increasingly absurd for public entity to build buildings that are using fossil fuels.

Alissa Luepke-Pier: Carbon neutral or carbon free?

Sam Rockwell: Emissions free, carbon neutral.

Glossary of Capital Terms & Acronyms

CLIC - Capital Long-Range Improvement Committee Main Body - refers to the whole group of CLIC committee members.

T - Transportation and Property Services task force, a sub-set of the main body. Reviews and rates capital projects for Public Works improvements including Street Paving, Bridges, Sidewalks, Traffic Control & Street Lighting, Bike – Ped Projects, Water and Parking projects.

HD - Human Development task force, a sub-set of the main body. Reviews and rates capital projects for the Municipal Building Commission, Park Board and Public Works, Police and Fire facilities. Also reviews Public Art, Storm and Sanitary Sewer projects.

CBR - Capital Budget Request – official form prepared by city departments and independent boards and commissions to define their needs for capital funds.

Revenue Source Related Descriptions:

Net Debt Bonds - bonds issued to finance general City capital improvements not associated with enterprise activities. Resources for debt service are provided by an annual Bond Redemption Tax Levy.

Capital Project Fund Balance – refers to uncommitted cash balances residing in a capital project fund that can be used to fund additional capital projects.

CIP/Charter Bonds – bonds that are authorized for specific projects as part of an approved Capital Improvement Plan and/or are authorized by the City Charter up to a maximum amount per project and are paid for with tax revenues.

Park Capital Levy – A portion of Park Board’s tax levy dedicated to Capital Improvements.

Municipal State Aid - refers to gas tax dollars distributed to local governments for use on State designated Municipal State Aid streets - major thoroughfares.

Special Assessments - improvements paid for partially or wholly by property owners.

Other Local Governments – refers to other categories of resources used to support capital programs. These sources include grants from other governmental agencies or private foundations, land sale proceeds, etc.

Reimbursements - In addition to the sources above, Public Works has several divisions that have a reimbursable project for tracking and billing overhead costs and for performing construction activities that are billed to the benefiting City departments, outside government agencies and private businesses.

Sanitary/Stormwater/Solid Waste/Water/Parking Bonds/Revenue - bonds related to the various utility enterprises of the City are used to finance certain projects. Debt Service is paid by user fees charged for these enterprise services. Utility fee revenues are also used as a “pay as you go” cash source for capital improvements. These revenue sources are planned for through the rate structure for the various enterprises of the City.